

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 8483

晚四初月二年三統宣

SATURDAY, MARCH 4, 1911

大拜禮

號四月三英港香

\$30 PER ANNUM.
SINGLES COPIES 10 CENTS.

Telegrams

CHINESE CREW MUTINIES.

OFFICERS ATTACKED.

SEVERAL MEN SHOT.

[THE "TELEGRAPH" CORRESPONDENT.]

London, March 3, 10.5 p.m.

The steamer, Bannockburn, has been benched at Dover.

It is reported that a severe struggle took place on board.

The Chinese crew attacked the officers most savagely, arms were resorted to by the Britishers, and several of the men were shot.

[The Bannockburn is a steel screw steamer, of 4936 tonnage, commanded by Capt. W. A. Willett. She was built in 1908 by Russell and Co., Port Glasgow, and is owned by the Burn Line, Ltd., (Messrs. R. Shankland and Co., managers). Her port of registry is Greenock.]

THE ELECTIONS.

PETITIONS WITHDRAWN.

[THE "TELEGRAPH" CORRESPONDENT.]

London, March 3, 10.5 p.m.

After investigation, the petitions made against the results of the elections at

Mile End

St. Pancras

Gloucester and

Chippinham

have been withdrawn.

GRAND WEDDING.

PRINCE'S DAUGHTER TO BE MARRIED.

[THE "TELEGRAPH" SERVICE.]

Peking, March 3.

Prince Ching's daughter is engaged to be married to the son of Grand Councillor Shin Ying.

Wedding presents are arriving at the Palace daily, and among them was a valuable present from the wife of the Viceroy of Chihli.

THE PLAGUE.

[THE "TELEGRAPH" SERVICE.]

Peking, March, 3.

An outbreak of plague is reported in the province of Kiangsi.

Telegrams

ROYAL PRINCES.

NOW CONVALESCENT.

[THE "TELEGRAPH" CORRESPONDENT.]

London, March 3, 10.5 p.m.

Both Princes are now convalescent.

CHINA'S PEOPLE.

CENSUS TO BE TAKEN.

[THE "TELEGRAPH" SERVICE.]

Peking, March 3.

The Board of Interior (Min-chengpu) has memorialized the Throne about taking the census of the whole population in China.

CHINESE TROOPS

MARCH.

INTO MONGOLIA.

[THE "TELEGRAPH" SERVICE.]

Peking, March 3.

General Kuang Kwai Tai has been ordered by the Board of War (Ping pu) to proceed to Mongolia, with his division of troops.

FRONTIER TROUBLES.

VICEROY OF YUNNAN

RESIGNS.

[THE "TELEGRAPH" SERVICE.]

Peking, March 3.

Viceroy Li, of Yunnan, has tendered his resignation in a memorial to the Throne, and has strongly recommended the recall of Yuan Shih Kai and Shun Chung Tann.

He proposed that one of them should take his place.

The Viceroy also stated in the memorial that he would devote all his time and attention to frontier questions.

RAILWAY DEVELOPMENT.

MENT.

FOREIGN LOANS NEEDED.

[THE "TELEGRAPH" SERVICE.]

Peking, March 3.

The Provisional assembly at Hupoh proposes to raise foreign loans, to replace the old ones, for the construction of the railway in the province.

Telegrams

CHINA'S ARMY.

MUST BE RE-ORGANISED.

[THE "TELEGRAPH" SERVICE.]

Peking, March 3.

One of the Viceroy's has telegraphed to Peking praying for the curtailment of the country's expenditure, on the ground that the money is required for the reorganization of the army.

THREE PROVINCES.

TO BE SECURITY FOR A LOAN.

[THE "TELEGRAPH" SERVICE.]

Peking, March 2.

A rumour has been circulating in Peking that the Grand Council intend to give the Three Eastern Provinces to a certain power, as security for a loan to be used for the purpose of withstanding the forward policy of Russia and Japan.

SUNDAY'S SERVICES.

St. John's Cathedral, Hongkong.—5th March, 1st Sunday in Lent. Holy Communion, 8.15 a.m. Matins, 11 a.m.: Responses; Psalm; Venite, Stanley; Psalms, of the 5th morning; Benedictus, Best in G.; Benedictus, Garrett in G.; Anthem, O Saviour of the world—Goss. Holy Communion, 11.45 a.m. Kyrie, Baraby in E; Hymns, 48, 322. Evensong, 5.45 p.m. Responses; Psalm; Magnificat; Smart; Nunc Dimittis; Wesley; Hymns, 92, 250 and 259; Preacher, The Bishop of Victoria.

St. Andrew's Church, Kowloon.—1st Sunday in Lent, 5th March. Holy Communion at 8 a.m. and also at noon; Morning Service, at 11.00 a.m.; Sunday School, at 2.30 p.m. in British School. Evening Service, at 6 p.m. Services on Sundays. Holy Communion, on 1st, 2nd and 4th Sundays, at 8 a.m. Holy Communion, on 1st, 3rd and 5th Sundays, at Noon. Morning Prayer, at 11 a.m. Evening Prayer, at 6 p.m.

Union Church, Kennedy Road.—Minister, Rev. C. H. Hickling. Public Worship, 11 a.m. and 6 p.m. Peak Church.—Holy Communion, at 8 a.m. Wesleyan Methodist Church, Wan-chai.—Service Morning, 10.15. Service Evening, 6. German Chapel (Deutsche Kapelle), at 11 a.m. service, Pastor Muller.

Christian Science Services, Zet-laud Street, off Queen's Road Central. Regular services. Sunday, 11.15. A number of gentlemen in London have been invited to represent the Hongkong University Committee in England. The following names have been agreed upon:—Mr. J. H. Scott, Sir T. Jackson, Dr. Cantlie, Mr. Gershom Stewart, M.P., and Dr. Miles, Principal of London University.

CHINESE VOLUNTEERS.

PROPOSED TO BE FORMED THROUGHOUT EMPIRE.

BOY SCOUTS AS WELL.

Native telegrams from Shanghai state that a body of representative Chinese merchants there intend to agitate for the formation of a league of national defence.

They propose the raising and equipment of volunteers throughout the Empire on lines similar to those in use with the Territorials in England.

The formation of boy scouts is also proposed.

NIPPON MARU IN FEARFUL STORMS.

THREE MEMBERS OF CREW INJURED, ONE FATALLY.

The Japanese liner Nippon Maru, Captain H. S. Smith, which arrived in San Francisco on Jan. 27th, just in time to pass quarantine, encountered real winter weather all the way across the Pacific. The storms began January 13, the day after leaving Yokohama. The sea went on a hurricane roller and all that Captain Smith could do was to keep the liner's nose pointed into the blast. The ship suffered extensive damage, and two members of the crew, one of whom will die, were lost in the hospital at Honolulu as the result of injuries received during the storm.

The first victim of the tempest was T. Yoshida, a quartermaster. Early in the morning of January 13 he was sent out on the forecastle to see if the side lights were burning. He made his way out all right and had signalled that the port light was all right when a great, green combor leaped high in the air and fell with deafening roar on the forecastle head. When the water had run off the deck the quartermaster was nowhere in sight, and it was supposed that he had been washed overboard. Conditions were such that launching a boat would have been impossible. Half an hour later groans were heard from the forecastle head. A rescue party was organized, and with the aid of life-lines and by making rushes as the chance offered they made their way to where their shipmate lay.

Doctor Hauxhurst, the ship's surgeon, found that the man's skull was fractured, his pelvis fractured, and that he was hurt internally. He still was alive when the ship reached Honolulu, but no hope is entertained for his recovery. The next day the boatswain and another quartermaster were caught by a sea on the forecastle head, and both were seriously injured. The quartermaster's right arm and several ribs were broken, and he also was left at Honolulu. The boatswain's injuries consisted of numerous bruises, from which he is recovering.

The seas tore away the liner's starboard lighthouse, carried away a long stretch of rail on the upper deck, broke a window in the captain's cabin, flooded the social hall, and caused damage and discomfort in all parts of the ship.

A QUESTION OF SALT.

AT CANTON.

[THE "TELEGRAPH" CORRESPONDENT.]

Canton, March 3.

Some days ago, the manager of a well known German firm, with branches all over China, went with a foreign merchant to see the Salt Commissioner and told the official that they intended to send a shipment of American salt to Canton for disposal; aggregating 10,000 tons. They brought with them a small parcel of samples. The Salt Commissioner said that the import of foreign salt to China was a contravention of treaty stipulations and the foreigners withdrew. It is reported that the Salt Commissioner has generally instructed the salt merchants not to obtain the supplies of salt from foreign firms or foreigners and has requested the Viceroy to communicate with the foreign consuls asking them to prohibit their nationals from importing salt into China for disposal.

AMERICAN NEWS.

[VIA MANILA.]

Washington, February 27.—President Taft and Representative Champ Clark, who is to be the Speaker of the next House, have held a consultation on the question of an extra session and have decided in favour of a session. They have fixed on the date of April 4 for the convening of the new Congress.

Washington, February 27.—The House of Representatives on Saturday passed the bill appropriating funds for starting the fortifications of the Panama Canal. President Taft asked for \$5,000,000, but the bill passed by the House appropriates only \$3,000,000.

Washington, February 27.—Mr. Charles Hilles, formerly First Assistant Secretary of the Treasury, has accepted the position of private secretary to President Taft.

LOG BOOK.

The Eastern and Australian s.s. St. Albans left for Sydney and Melbourne at noon to-day with 30 European and 80 Chinese passengers.

The Osaka Shosen Kaisha s.s. Panama Maru left for Tacoma and Seattle at daylight to-day with some Chinese passengers and 1,500 tons general cargo.

The Daijin Maru will leave for Tamsui on Sunday at 10 a.m. with 300 Chinese passengers for Foo-chow and 1,000 tons general cargo.

Messrs. Jardine, Matheson and Co. to-day received a cable to the effect that the s.s. Rubi (Capt. S. Crosby) may be expected to arrive here on Tuesday at daylight.

The Blue Funnel s.s. Doucalion is due to arrive from Shanghai on Monday forenoon and to leave on Tuesday for Amsterdam, Rotterdam, Antwerp and London.

The Blue Funnel liner Ajax (7,039 tons) arrived this morning from Singapore, and will leave to-morrow at noon for Nagasaki and Kobe. She carries a general cargo.

In the Hongkong "Government Gazette" Taku and Tientsin are declared to be infected ports.

The lighthouse which has been erected on Koshima, Shima-gori, Province of Shima, Miyo Prefecture, will be lighted shortly.

The light-ship Taka, the buoy marking the entrance to the Ferguson Channel, on the Peiho, and the two light boats were to be in position on or about the 1st of March.

Notice is given officially of the existence of an uncharted rock 45 yards off the left bank of the Yangtze about 1.2 mile above Pihyang. The rock is covered 6 feet at low river (Ichang zero).

RUBBER SHARES.

TO-DAY'S QUOTATIONS.

Messrs. E. S. Kadoorie & Co.'s rubber quotations from London to-day:—

	s.	d.
Hongkong Banks	87	15
Shell Transports	90	6
Anglo-Malays	25	0
Allagars	5	6
Castlesfields	122	6
Caray Uniteds	10	3 Prem.
Merlimaus	6	3
Eastern Internationals	10	3 Prem.
Duffs	13	0
Highlands & Lowlands	115	0
Kamunings	6	3 Prem.
Kuala Lumpurs	105	0
Ledburys	77	6
Linggis	52	3
London Asiatics	14	3
Rubber Trusts	24	0
Tronols	32	6
London Ventures	4	6
Shelfords	77	6
Sungei Chohs	102	6
Sungei Kapars	14	0
Tangkahs	22	6
United Sordangs	115	0
United Sumatras	10	3

BOXING.

We are asked to state that Mr. R. H. Whittaker is assisting the promoters of an entertainment at the City Hall on the 18th inst., when the programme, we are assured, will be all that the public desire.

The best boxers now obtainable in the colony will make their appearance, including Arundel, Mickie Dunn, P. O. Smith, Corpl. Champion, and one "dark horse." Some of our sporting friends are intensely anxious to read Ian Bux's record.

ROD STANTON TO BOX TO-NIGHT.

Members of the Cavite Athletic Club have been working on a programme for a smoker to be given March 4, which promises to be one of the best, if not the best ever given in the Philippine Islands. Boxing will be the main feature of the programme and the Club has been fortunate enough to secure Rod Stanton of Hongkong, and Billy Walters, of the U. S. S. Rainbow, for the main event. From the records of these two clever men it will be no easy matter to pick the winner. Last month Stanton fought Lewis of Hongkong twenty-five rounds and, though he did not get the decision, those who witnessed the go say he is a wonder. Lewis having gone to Australia, Stanton claims the welterweight championship of the Orient and it seems his claim is good.

Billy Walters has a straight record of wins to his credit and should he lose this time it will be the first in his boxing career. A few months ago he put Hoskins, the clever sailor boxer, away in five rounds and those who have seen him in action claim he will continue to hold up his records in the coming smoker. In the past few months he boxed Billy Bellow twice, both times getting a draw.

Stokers Harwood and Ohalk, of the Minotaur, will train for a few nights at the V.R.C. commencing at 5.30 p.m. on Monday. Marriott, who has unfortunately hurt his foot, will train at the same place from Wednesday evening for two nights.

Bux, the coloured man, was on Kennedy Road with two others last night and although only a youngster (19 years of age) is confident of giving "Kid" Marriott a good run for his money. Bux is a pupil of "Kid" Parker, who fought Bill Lewis in Hongkong a few months ago, and has a fairly good reputation at Shanghai.

The above men are all engaged at the City Hall on the 11th inst.

WRECK OF S.S. BERTHA.

Captain Jepsen of the German steamer Germania, who recently called at Manila on route for Sydney to land the shipwrecked crew of the Norwegian steamer Bertha, has been presented with an engraved silver yase by the Norwegian government for his successful rescue work on that occasion.

The Germania encountered Captain Iversen of the Bertha, three of her officers, five Japanese and three Chinese sailors in an open boat after they had left the wrecked vessel which had gone ashore off the Pratas reef on August 28th.

The local Imperial German Consul, Dr. Zitelmann, reported the case to the proper authorities, and has just received word that by a royal Norwegian decree dated 1st January, the above award was made to Captain Jepsen.

It is officially notified in the "Gazette" that at the expiration of three months from date the Sun Hing Steamship Company, Limited, will, unless cause is shown to the contrary, be struck off the register and the company will be dissolved.

The Weather Forecast.



On the 4th at 11.50 a.—The barometer has risen moderately over Japan. The depression, however, is still shown to the N.E. of Hokkaido.

Pressure has given way over China, particularly on the E. coast.

A depression, which is probably moving Eastwards, lies over the Yangtze valley.

The highest pressure is now shown over the Pacific in the neighbourhood of the Loochoos.

Moderate S.E. winds may be expected over the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

Forecast District.

1.—Hongkong and Neighbourhood, S.E. winds, moderate; cloudy, misty.

2.—Formosa Channel, same as No. 1.

3.—South coast of China between Hongkong and Loochoos, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

COMMERCIAL.

SHANGHAI SHARES.

The quotations from the Stock Exchange on the 27th were:—Padang Rubber Estates, Ltd. shares at Tls. 8-1.2 for cash; Karan Rubber Estate Co., Ltd. shares at Tls. 7-1.4 for cash; Anglo-Java Estate, Ltd. shares at Tls. 7-1.2 for cash; Samangga Rubber Co., Ltd. shares at Tls. 1.2 for cash; Chompak Rubber & Gambier Estate, Ltd. shares at Tls. 16 for cash; Dominion Rubber Co., Ltd. shares at Tls. 31 for cash; Tobong Rubber & Tapioca Estate Co. shares at Tls. 20-1.2 for cash; Sungei Duri Estate, Ltd. shares at Tls. 5-1.2 for cash; Ziangbo Rubber Co., Ltd. shares at Tls. 7-1.2 for cash; Pengkalan Durian Estates, Ltd. shares at Tls. 23-1.2 for cash; Anglo-Dutch (Java) Plantations, Ltd. shares at Tls. 2.30 for cash; and Senawang Rubber Estates Co., Ltd. shares at Tls. 43 for cash.

COAL MARKET.

Messrs. Hughes and Hough report that contracts have been made for delivery during balance of 1911 for 20,000 tons Japanese delivered F. O. B. at Moji on private terms.

The quotations are:—Cardiff, \$10.00 to \$11.00 ex-godown, nominal. Australian West Wallend, \$11.25 ex-ship, nominal. Yubari Lump, \$12.00 nominal. Miiki Lump, \$10.50 to \$11.00 ex-ship, nominal. Moji Lump, \$7.75 to \$9.50 ex-ship, steady. Moji Unscreamed, \$6.00 to \$8.00 ex-ship, steady. Akaike Lump, \$8.25 to \$8.50 ex-ship, steady. Kaiping Navy Lump, \$10.00 to \$10.25 ex-ship nominal. Kaiping Loco Lump, \$7.50 to \$7.75 ex-ship. Kaiping No. 5 Dust, \$6.50 to \$6.75 ex-ship. Kaiping No. 1 Dust, \$6.25 ex-ship.

SHARE MARKET.

Messrs. E. S. Kadoorie & Co., report:—Business as far as local stocks are concerned continues on a very restricted scale, due, no doubt, in a great measure to the sharp rise in London rubber stocks having diverted public attention to that branch of our market.

Rubber, as above stated, has advanced considerably, the quotation for fine hard Para being 7s. 1d. and smoked Plantation Sheet 8s.

Singapore continues very quiet, and although stocks have nominally risen there in some instances, buying orders from that port would appear to be few and far between.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$15,000,000
RESERVE FUNDS:—
Sinking.....\$1,500,000 at 2-1/2%.....\$15,000,000
Silver.....\$16,250,000

RESERVE LIABILITY OF PROPRIETORS.....\$15,000,000

COUNT OF DIRECTORS:
Hon. Mr. Henry Keswick—Chairman.
G. H. Medhurst, Esq.—Deputy Chairman.

F. H. Armstrong, Esq. C. R. Lenzmann, Esq.
G. Balloch, Esq. F. Lieb, Esq.
Andrew Forbes, Esq. W. Logan, Esq.
G. Frieland, Esq. Robert Shewan, Esq.
C. S. Gubbay, Esq. H. A. Sicks, Esq.

CHIEF MANAGER:
Hongkong—N. J. STABB.
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.
HONGKONG—INTEREST ALLOWED ON Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 1/2 per cent. per annum.
For 12 months, 4 per cent. per annum.

N. J. STABB,
Chief Manager.
Hongkong, 1st March, 1911. [19]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE:—LONDON.
PAID-UP CAPITAL.....£1,200,000
RESERVE FUND.....£1,600,000
RESERVE LIABILITIES OF PROPRIETORS.....£1,200,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits for 12 months, 4 per cent.

On Fixed Deposits for 6 months, 3 per cent.

On Fixed Deposits for 2 months, 2 per cent.

Wm. DICKSON,
Manager.
Hongkong, 26th April, 1910. [22]

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP... Yen 21,000,000
RESERVE FUNDS... 16,650,000

Head Office:—YOKOHAMA.

Branches and Agencies
TOKIO. HANKOW.
KOBE. TIENTSIN.
OSAKA. PEKIN.
NAGASAKI. NEWCHWANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. HIAOYANG.
HONOLULU. MUKDEN.
BOMBAY. TIE-LING.
SHANGHAI. CHANG-CHUN.

HONGKONG:—INTEREST ALLOWED ON Current Account at the rate of 2 per cent. per annum on the daily balance.

On fixed deposit:—
For 12 months.....4 per cent. p.a.
" 6 ".....3-1/2 " " "
" 3 ".....3-1/2 " " "
" 1 ".....2-1/2 " " "

TAKEO TAKAMICHI,
Manager.
Hongkong, 27th September, 1910. [18]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP...Gold \$3,250,000
RESERVE FUND.....Gold \$3,250,000

Gold \$6,500,000

HEAD OFFICE:—
60 Wall Street, New York.
LONDON OFFICE:—
36, Bishopsgate.

LONDON BANKERS:—
NATIONAL & COUNTY BANK, LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on the daily balance and accepts Fixed Deposits at the following rates:—

For 12 months 4 per cent. per annum.
For 6 " 3 1/2 " " "
For 3 " 3 " " "

GEO. HOGG,
Manager.
No. 9, Queen's Road Central.
Hongkong, 20th Feb., 1911. [19]

Banks.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB,
Chief Manager.

Hongkong, 24th Jan., 1911. [11]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP.....Sh. Tals. 7,500,000
HEAD OFFICE:—SHANGHAI.

BOARD OF DIRECTORS:—BERLIN.
—BRANCO:—
Berlin Calcutta Hamburg Hankow
Kobe Peking Singapore Tientsin
Tsinanfu Tsingtau Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warshawsky & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne
Jacob S. H. Stern
Norddeutsche Bank in Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. Rothschild & Sons.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON BRANCH.

DIRECTOR DR. DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account, DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

R. TIMMERSCHIEDT,
Manager.
Hongkong, 16th January, 1911. [2]

Insurance

CHINA MUTUAL LIFE INSURANCE CO., LTD.

HEAD OFFICE, SHANGHAI.

DIRECTORS AND OFFICERS:
J. A. Wattis, Esq., Managing Director.
A. J. Hughes, Esq., Secretary.
S. B. Neill, Esq., F.I.A., Actuary.

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.

Insurance in Force.....\$37,855,885.00
Assets.....8,415,250.00
Income for Year.....3,556,550.00
Insurance Fund.....8,216,818.00

LEFFERTS, Esq., Hongkong, District Manager, and the District Secretary, Philippines.

B. W. TAPE, Esq., District Secretary, Philippines.

ALEXANDRA BUILDING.

C. LAWDER, Esq., Inspector, Hongkong.

ADVISORY BOARD, HONGKONG.
Sir Paul Chater, Kt., C.M.G.
T. F. Hough, Esq.
Q. J. Laurentz, Esq.

Hongkong, 26th Jan., 1911. [810]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(CAPITAL PAID UP...\$1,250,000.)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System. (Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN, TOMES & Co., General Managers.
Hongkong, 19th March, 1908. [41]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR STEAMERS TO SAIL ON REMARKS.

LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID & MARSEILLES.
Syria About } Freight and Passage
Capt. D. C. Gray, R.N.R. } 8th Mar.

SHANGHAI, MOJI, KOBE & YOKOHAMA.
Hankow About } Freight and Passage
Capt. W. H. S. Hall 10th Mar.

LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID & MARSEILLES.
None About } Freight and Passage
Capt. G. Phillips 22nd Mar.

For Further Particulars, apply to E. A. HEWETT, Superintendent. [4]

P. & O. S. N. Co.'s office, Hongkong, 1st March, 1911.

Hotels.

HONGKONG HOTEL

FIRST CLASS AND UP-TO-DATE.

Hongkong, 5th February, 1909. A. F. DAVIES, Manager. [25]

GRAND HOTEL,

No. 2, Queen's Road Central, Telephone 197.

A FIRST CLASS AND UP-TO-DATE HOTEL.

MANAGEMENT AND CUISINE UNDER EUROPEAN MANAGEMENT.

Special rates for families on application.

F. REICHMANN, J. H. OXBERRY, Proprietor. Manager. [87]

Hongkong 17th February, 1911.

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel, Recently renovated, and under entirely New Management. Large and comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of L. GAMEAU, N. BLUMENTHAL, Proprietor. Manager. [24]

Telephone, 170 Telegrams "Astor."

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, THE PEAK, NEAR THE TRAM TERMINUS. Tel. 56.

For Terms, &c., apply to the MANAGER. [27]

Hongkong 22nd July, 1910.

OPEN AIR SKATING RINK AT THE BELLE VIEW HOTEL.

Telephone No. 907.

A Masquerade Carnival will be held at the above Rink on THURSDAY Next, 9th instant, at 8 p.m.

A pair of Skates will be presented to the best Lady's fancy costume. One to the most Comic Costume and one to the most Comic Gait. Masks must be kept on till after judging at 10.30 p.m.

Admission 50 cents including Skates.

String Band will play at the above Hotel every Sunday commencing from 4 p.m.

W. GALLAGHER, Manager. [25]

Hongkong, 3rd March, 1911.

Correspondence Invited. HARRIS & HIBBERD, Props.

BAGUIO HOTEL.

The Mountain Capital's New and Modern Hotel

BAGUIO, PHILIPPINE ISLANDS. Hot and Cold Baths. Excellent Cuisine. Running Water in Each Room.

LIVERY STABLE and GARAGE IN CONNECTION. Rates: 5 and 6 Pesos per Day. Special Monthly Rates. [902]

Fraternalities.

KOWLOON-CANTON RAILWAYS.

(BRITISH SECTION).

TIME-TABLE.

On and after March, 1911, and until further notice. Previous Time Tables Cancelled.

Down Trains.

STATION	WEEK DAYS		SUNDAYS	
	No. 1	No. 5	No. 3	No. 7
	A.M.	P.M.	A.M.	P.M.
Kowloon.....Departure	8.00	2.30	10.00	3.00
Hung Hom.....Arrival	8.1	2.34	10.4 v.	3.4
Hung Hom.....Departure	8.5	2.35	10.5	3.5
Yau Ma Tei.....Arrival	8.9	2.39	10.9	3.9
Yau Ma Tei.....Departure	8.11	2.41	10.11	3.11
Shatin.....Arrival	8.22	2.52	10.22	3.22
Shatin.....Departure	8.23	2.53	10.23	3.23
Tai Po.....Arrival	8.36	3.6	10.36	3.36
Tai Po.....Departure	8.40	3.10	10.40	3.40
Tai Po M.....Arrival	8.44	3.14	10.44	3.44
Tai Po M.....Departure	8.50	3.18	10.45	3.45
Fan Ling.....Arrival	9.1	3.29	10.55	3.55
Fan Ling.....Departure	9.2	3.30	10.57	3.57
Lowu.....Arrival	9.8	3.36	11.3	4.3

Up Trains.

NAMES OF STATION	WEEK DAYS		SUNDAYS	
	No. 2	No. 6	No. 4	No. 8
	A.M.	P.M.	A.M.	P.M.
Lowu.....Departure	9.30	4.15	11.30	5.00
Fan Ling.....Arrival	9.36	4.21	11.36	5.6
Fan Ling.....Departure	9.37	4.22	11.37	5.7
Tai Po M.....Arrival	9.46	4.31	11.46	5.16
Tai Po M.....Departure	9.49	4.35	11.48	5.18
Tai Po.....Arrival	9.53	4.39	11.52	5.22
Tai Po.....Departure	10.00	4.46	12.00	5.30
Shatin.....Arrival	10.13	4.57	12.13 p.m.	5.43
Shatin.....Departure	10.14	5.00	12.14	5.44
Yau Ma Tei.....Arrival	10.25	5.11	12.25	5.55
Yau Ma Tei.....Departure	10.27	5.13	12.27	5.57
Hung Hom.....Arrival	10.31	5.17	12.31	6.1
Hung Hom.....Departure	10.32	5.18	12.32	6.2
Kowloon.....Arrival	10.35	5.21	12.35	6.5

For Further information apply to

JNO. E. MENAGH.

Traffic Superintendent.

By Order.

E. S. LINDSEY, Manager.

CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS.

15, Queen's Road Central.

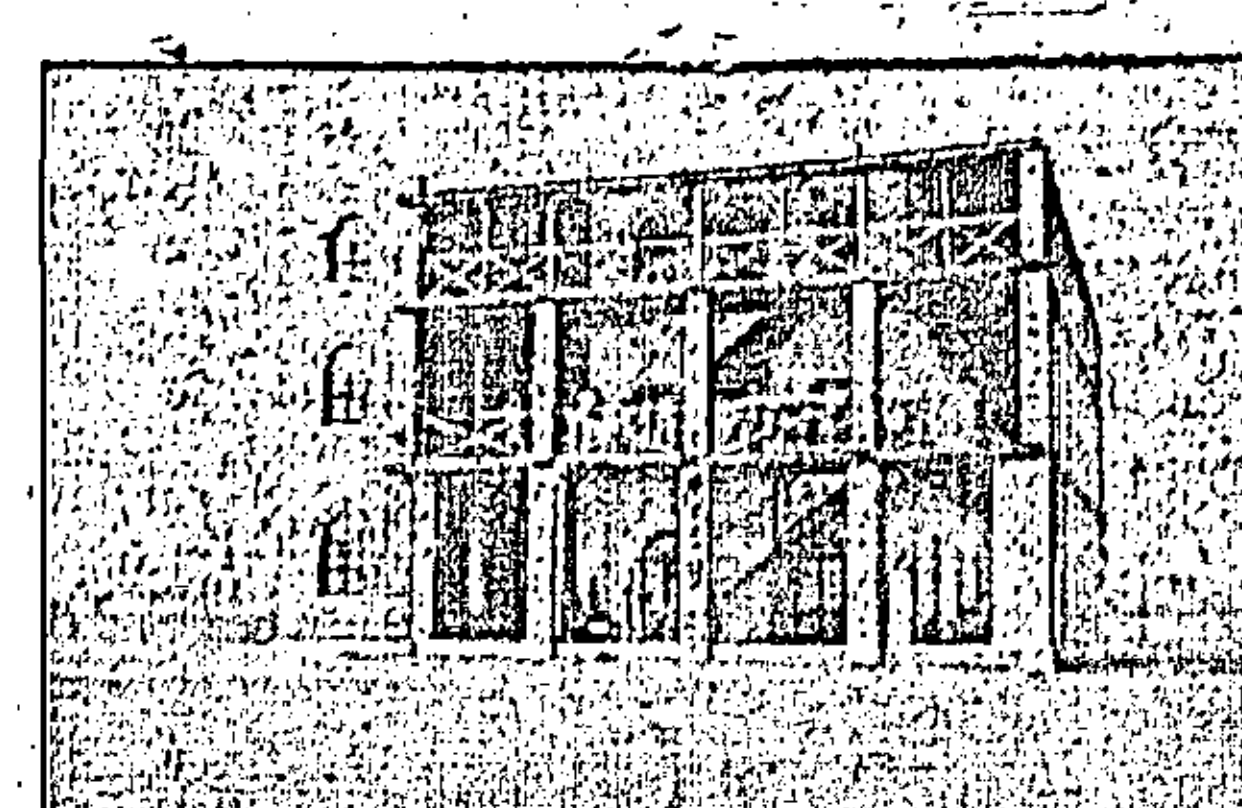
ESTABLISHED 1864.

Hongkong, 16th January, 1911.

SOLIGNUM—The Preservative which really does what is claimed for it, that is, protect wood, brickwork, etc., against Decay and especially against the White Ant.

7 different colors, in 5 & 10 Gallon Drums and 40 Gall. barrels. Exclusively used by the British Government at Home and abroad, the War Department, Hongkong and many other large local concerns.

Prospectus, samples Working Instructions (in English and Chinese) on application to HEMMSEN & CO., (Machinery Dept.), Hongkong & Canton. [38]



Public Companies

THE KOWLOON LAND AND BUILDING COMPANY, LTD.

NOTICE is hereby given that the TWENTY-SECOND ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings, on WEDNESDAY, the 8th March, 1911, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1910.

The REGISTER of SHARES of the Company will be CLOSED from FRIDAY, 3rd March, to WEDNESDAY, 8th March (both days inclusive) during which period no transfer of Shares can be registered.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary to the Hongkong Land Investment & Agency Co., Ltd.

Agents for the Kowloon Land and Building Co., Ltd.
Hongkong, 25th Feb., 1911. [924]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE FORTY-SECOND MEETING of SHAREHOLDERS in the Company will be held at the Company's Office, No. 3, Queen's Road Central, Victoria, on THURSDAY, the 9th March, 1911, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1910.

The TRANSFER BOOKS of the Company will be CLOSED from 24th February to 3rd March, both days inclusive.

By Order of the Board of Directors, C. PEMBERTON, Secretary.

Hongkong, 17th Feb., 1911. [901]

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FORTY-SECOND ORDINARY MEETING of SHAREHOLDERS will be held at the Office of the undersigned at 12 o'clock (noon), on FRIDAY, the 10th March.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th inst. to the 10th proximo, both days inclusive.

JARDINE, MATHESON & CO., LTD., General Managers, HONGKONG FIRE INSURANCE COMPANY, LIMITED.

Hongkong, 20th Feb., 1911. [900]

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE THIRTY-THIRD ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the above Company will be held at the Office of the General Agents, Pedder's Street, on THURSDAY, the 16th March, at Noon, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1910.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to 16th March, both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Agents.

Hongkong, 24th Feb., 1911. [910]

LUZON SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE TWENTY-NINTH ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the above Company will be held at the Office of the General Agents, Pedder's Street, on THURSDAY, the 16th March, at 12.30 p.m., for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1910.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to 16th March, both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Agents.

Hongkong, 24th Feb., 1911. [920]

THE BRITISH FOREIGN IMPORT & EXPORT COMPANY, CENTRAL BUILDINGS, LIVERPOOL, ENGLAND.

is prepared to receive Consignments of Local Produce on best terms.

Intimations

100

Intimations.



**A. S. WATSON &
CO., LD.**

ESTABLISHED A.D. 1841

WINE AND SPIRIT
MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH

WHISKY

A Blend of the Finest Pure
Malt Whiskies distilled in
Scotland

GENUINE AGE

FINE MELLOW
FLAVOUR.

Robert Porter & Co.'s

BULL DOG

BRAND

GUINNESS'

STOUT

In P NTS and SPLITS.

**A. S. WATSON &
CO., LD.**

ALEXANDRA BUILDING
HONGKONG, 7th July, 1910.

NOTICE

All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, at the Venus Road, and
should be accompanied by the Writer's Name and
Address.

Ordinary business communications should be
addressed to The Manager.

The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
Daily—\$5 per annum.
Weekly—\$2 per annum.

The rates per quarter and per annum, proportional.
Subscriptions for any period less than one month
will be charged as for a full month.

The daily issue is delivered free when the address is
accessible to messenger. Peak subscribers can have
their copies delivered at their residences without
any extra charge. On copies sent by post an
additional \$1.00 per quarter is charged for postage.

The postage on the weekly issue to any part of the
world is 50 cents per quarter.

Single Copies, Daily, 10 cents. Weekly, twenty-
five cents (for cash only).

The object of this paper is to publish
correct information, to serve the truth
and print the news without fear or
favour.

THE

Hongkong Telegraph

HONGKONG, SATUR., MARCH 4, 1911

CHINESE VOLUNTEERS.

The interesting information is published by us this evening that China is likely to set about the formation of a territorial force similar to that now active in England. We can welcome the movement from many points of view, from that of the physical improvement it is certain to induce among a people prone to placidity; from the point of view of the fostering of a unity of spirit; and from the point of view of the impetus to education which it will give. The Chinese people, as a whole, are greatly in need of some inducement of an activity which at one and the same time will bind them in a common bond and improve their physical powers. Such result, we believe, might be attained by the formation of a volunteer force as foreshadowed

in the suggestion of the Shanghai merchants. The martial spirit in China is a plant of young and tender growth, but that it exists cannot be doubted. The Shanghai Volunteers are an excellently-trained and highly efficient body of men, and among them the Chinese company holds a good place. It has proved the equal of the British, American, German and Japanese, and provides, therefore, an object lesson for those who still believe that China is helpless. The formation of a territorial force on the lines of the Swiss landwehr and landsturm would induce a radical change in the general outlook of the Chinese people, by providing them with a common aim and a common means of progression towards it. Militarism is to be deprecated, and, indeed, we hope, soon to be condemned for ever by humanity; but a national force is the vitaliser of national spirit in its finest manifestations, and in China, at any rate, is certain to prove beneficial. The suggestion to take in hand the small boys of the country and organise them in some way cannot too highly be commended. The children of China are fruitful soil in which to plant the seeds of manly conduct and the spirit of "playing the game." They repay development to a startling extent. We have, in the North, seen Chinese boys "put up" a fine fight on the football field against the crack team of a British regiment, take the majority of prizes at an athletic meeting and otherwise prove they possess the true sporting instinct. Were they and their brothers banded together in the manner of boy scouts; they would, first and foremost, learn obedience and manliness—greatly necessary among them at the present day—and also find an exit for energy now dissipated in a far less worthy manner.

HONGKONG DAY
BY DAY.

The Dragon Cycle Co. have purchased a new Darracq car.

Some soldiers from Macao were passengers to-day by the Assaye.

Mr. A. H. Harris lectures on "Chinese History," at the Y.M.C.A. on Monday.

We learn that the ice in the Peiho river was 10 inches thick on the 26th ult.

The Y.M.C.A. hockey team play the Royal Engineers on Monday, on the military ground.

Mr. J. W. Shoening, mining engineer, returned to Manila to-day after a vacation.

Water mark at Hankow on the 23rd ult. 12 feet; Kiukiang on the 24th ult. 12 feet; at Wuhu on the 25th ult. 8 feet 6 inches.

We are informed that, owing to the breakdown of a shaft, the Minnesota had to return to Yokohama, when 1500 miles out, at 8 p.m. on the 2nd.

Tenders are invited for a new decked hull for No. 6 police pinaco, the same to be lodged at the Colonial Secretary's Office up till noon of Wednesday, 15th March.

By the Korea there arrived in Manila 35 Filipinos who are returning from Honolulu on account of having been refused landing at that port by the local authorities.

Mr. G. H. Corse, jr., general Oriental agent for the Chicago, Milwaukee and Puget Sound, Ry. and Chicago, Milwaukee, and St. Paul Ry., arrived here by the Korea. He proceeds north on Wednesday by the German Mail.

By the s.s. Chonan which will sail for Shanghai to-night at 12 p.m., carrying the Siberian mail, the following Hongkong passengers are booked:—Messrs. F. Russell, and K. Helm, Mrs. A. W. Daily, Messrs. Higgins, Hoiem, Gilmore, Pize, and Church.

Station leave has been granted to Captain B. A. Corbett, 13th Rajputs, from 6th to 10th March, inclusive.

Mr. F. C. Wright, secretary of the Manila-Dagupan railway, returned to-day to the Philippines by the Yuensang.

The membership campaign of the Chinese Y.M.C.A. closes to-night. 272 new members have been enrolled since the 15th of February.

It is anticipated by the architect that the new University building will be completed by February of next year and the opening is expected to take place in August or September.

Major W. S. Nathan, head of the Chinese Engineering and Mining Company, with Mrs. Nathan is proceeding home on the P.O. s.s. Mormora due here in a fortnight.

On Monday, March 6th, Dr. Neville Bradley, of Pakhoi, will conduct the Christian Union meeting which will be held as usual at Rutherford Hall, St. Stephen's College, at 5.30 p.m.

Last week, in Manila, Judge Crossfield passed sentence of five hundred pesos fine, each, on the two Chinese who were prosecuted by the customs secret service for illegal importation of the dream drug from the Ningehow.

The Chinese Engineering and Mining Company, Limited, inform us that the total output of the Company's three mines for the week ending 18th Feb. amounted to 20,208.47 tons, and the sales during the period to 22,684.46 tons.

We are asked to state with reference to the case in which Li Po Hung represented by Mr. C. G. Alabaster instructed by Messrs. Wilkinson and Crist and the Yik Lung Bank, Li Po Lung, Li Po Yung, Li Ling Shi and Li Pak for contribution, that judgment was given for the last four defendants with costs, these defendants being represented by Mr. Eldon Potter, instructed by Messrs. Bruton & Holt.

Notice is given that a new storm signal code, in connexion with storm warnings issued by Sikawei Observatory, has been issued for use at the storm signal stations of the Imperial Maritime Customs at Nowehwang, Taku, Chefoo, Chinkiang, Wookung, Gutzlaff, Pagoda Anchorage, Amoy, and Swatow. The new code came into use on the 1st. March, and is identical with the existing code except in respect to additional signals.

Regulations affecting the Volunteer Reserves are published in the "Gazette." The Reserve will consist of any number of members who are British subjects and whose services are recommended by the President and accepted by the Governor. The minimum age limit for members who have not served in His Majesty's land or sea forces will be 35 unless, being over 33 years of age, a candidate has served in any Volunteer corps for a period of 3 years, or being over 30 years of age has served in any Volunteer corps for a period of 5 years. The Governor may however dispense with this rule in any special case.

MILITARY REFORM IN CHINA.

Lieutenant-General Chang Yi-to has suggested four military reforms as follow:—

- 1.—The bestowing of Honorary Orders on Military Officers should have certain regulations governing the administration.
- 2.—The officers of the navy and army should wear a kind of uniform, in dresses and caps, differing from the foreign style.
- 3.—All the old walls in the various cities should not be demolished.
- 4.—All Provincial Capitals should have fortresses.

COMPANY MEETING.

HONGKONG AND KOWLOON
WHARF AND GODOWN
CO., LTD.

The 24th ordinary general meeting of shareholders in the Hongkong and Kowloon Wharf and Godown Co., Ltd., was held this afternoon at the offices of Messrs Jardine, Matheson and Co. Hon. Mr. Henry Keswick (chairman) presided, and there were also present Messrs. D. K. Moss, H. A. Siebs, W. Logan, G. H. Friesland, G. Friesland, J. W. C. Bonnar and Sir Paul Chater (directors), Messrs. R. Packham, E. D. Haskell, J. Robinson, W. Hutton Potts, Ho Fook, A. H. Ough, P. R. Wolf, W. S. Brown, R. C. Barlow, A. E. Griffin, E. J. Hughes, T. F. Hough, Captain R. Unsworth and Hon. Mr. E. Osborne (secretary).

The Secretary having read the notice calling the meeting, The Chairman said—Gentlemen,—With your permission I will take the report and accounts as read. The profit on working again shows an improvement on the previous year notwithstanding that our earnings remained practically the same. This result is due to measures of economy, which have continued to be enforced and which were commenced three years ago, when it became evident that the Company's establishment enlarged year by year to meet what appeared at the time to be the growing trade of the port was in reality more than sufficient for the reduced business which actually eventuated. Two items in the accounts perhaps need explanation, viz., the transfer of \$50,000 from reserve fund and \$40,000 from insurance fund. You will remember that after the typhoon of 1906, we wrote up the book value of wharves, lighters, &c., by the amount spent on replacing those which were destroyed—a course we at that time felt justified in following on account of the low value at which they stood in the books. The final payments on account of typhoon damage having now been made, these transfers become necessary for the purpose of re-adjusting book values to a figure as nearly as possible to to-day's true values; by which is meant original cost after writing off 5 per cent annually for depreciation. The Kowloon-Canton Railway is a factor which should some day affect us very considerably; and if the joint interests of ourselves and the railway are treated in a broad-minded manner, we shall certainly be able to facilitate the bringing of large inward freights to the line, while on the other hand we are in a position, if we receive due consideration from the Government, to deal with export cargo efficiently and cheaply. But it should be a sine qua non that the Government meet us as generously as possible in laying in sidings to our wharves, and thereby conducing to the benefit of all concerned. This is a matter which must have the very earnest attention of your directors. I fear, I hope it is without grounds, there is a disposition on the part of the authorities to utilise the large and costly Hongkong reclamation (paid for out of railway funds) for the purpose of wharves and warehouses in competition with ours, even possibly to the extent of establishing government godowns, and thus at our expense. I say advisedly, at our expense, because we have paid for our own, we are also being heavily taxed for the Government's reclamation and further expenditure thereon for wharfage purposes, would put us in the final

and desperate position of paying for our own execution. We are all aware that the day of monopolies is passing, and we do not look for exclusive nursing, but in view of the fact that it is Hongkong money and energy that has built up our undertaking, we cannot be considered unreasonable in asking that the Hongkong Government should give us a full measure of its support. Our business is essentially one which prospers with the prosperity of the port and vice versa. We have all had bad times lately and when you take that, and the typhoon visitation, into mind, I think you will agree with me that our secretary and manager has done exceedingly well in showing results which enable us to declare a 6 per cent dividend. (Applause.)

There being no questions, The Chairman formally moved the adoption of the report and accounts.

Mr. Ho Fook seconded.

Carried unanimously.

Mr. Hutton Potts moved that the retiring directors, Messrs. J. W. C. Bonnar and H. A. Siebs, be re-elected.

Mr. Haskell seconded.

Carried unanimously.

Captain Unsworth proposed the re-election of the auditors, Messrs. W. H. Potts and A. O'D. Gourdin.

Mr. Packham seconded.

Mr. Barlow proposed that one professional auditor be put on the accounts.

There was no seconder.

The Chairman—I am afraid, Mr. Barlow, as you have no seconder, I must put the original proposition to the meeting.

The motion was carried by a show of hands.

This was all the business.

Dividend warrants will be ready on Monday.

WORST AID TO THE
INJURED.

THINGS TO AVOID WHEN
ACCIDENTS HAPPEN.

Everyone competent to judge is agreed that the work of our ambulance brigades is of great utility in the cause of suffering humanity. Outside the circle of the "first aid" students and workers, the public are woefully ignorant as to what they should do in cases of accident or sudden illness. Most of the general ideas on the subject are totally wrong, and lead to much more harm than good.

The greatest enemy to injured humanity is brandy—of this there can be no question; yet belief in it is probably one of our deepest-rooted fallacies.

Almost every novelist who describes a character in a dead faint tells how brandy was forced between insensible person's teeth. Yet a person so mistreated would run risk of death from choking or suffocation.

Here is all you want to learn on the subject:—Give no fluid or fluids—no matter whether they be stimulants, medicine, tea, or water—by the mouth while the patient is insensible.

And it must be borne in mind that in spite of the many thousands who have gained "first aid" certificates it is, in nearly every case, far easier to find a doctor in an emergency than to find a "first aider." You know where to search for the one, but not for the other.

If this brief article inspires you to go in for a course of "first aid" lectures, and so learn what to do, so much the better. If not, it should at least have taught you what not to do, and above anything, have shattered your faith in that shibboleth, of the unskilled "aid"—brandy.

"THE GOD OF EARTH"
CELEBRATION.

A FREE NIGHT.

Yesterday was celebrated by the Chinese as the "Festival of the God of Earth." One of the customs observed in connection with the festival is the formation of processions which march with banners and emblems and plenty of musical accompaniment to some open space in the city in order to fire off bombs.

It is rather difficult to obtain an explanation of the significance of these bombs, but each one contains a copper ring which is released when the bomb explodes and there is a general scramble for it, when the explosion does occur, for the man who gets hold of it is believed to have the best of luck in the year to come.

One such procession was observing this coronation in customary fashion yesterday, in an open space at Taipingshan, behind the Tung Wa Hospital. When the bomb exploded, there was a wild scramble for the ring and the man who picked it up was a district watchman. His right of possession, however, was challenged by a Sanitary Department coolie, who forcibly took the ring from him. Of course, an altercation ensued, leading to blows. Other district watchmen and Sanitary Department employees joined the dance, and a free fight followed. In the end, four of the watchmen's brigade were placed "hors de combat," and the Sanitary Department contingent went off triumphant.

POLICE COURT.

CHARGE AGAINST A
WATCHMAN.

Mila Singh, a watchman in the employ of Messrs. Whiteway, Laidlaw and Company, was charged this morning with larceny of a rug, 3 shirts and 3 pairs of shoes to the value of \$15.46, the property of the firm.

Mr. E. G. Mitchellmore, manager of Messrs. Whiteway, Laidlaw, prosecuted.

Defendant denied the charge.

Mr. Mitchellmore stated that the articles belonged to the store, and the defendant was a watchman employed by him. His duty was from 8.30 a.m. till 6 p.m. daily. The defendant slept on the premises and locked the store at 5 p.m.

The watchman of the Sailors' Home was next called. He said that at 1 a.m. yesterday the defendant went to the Sailors' Home and left the goods produced in court in his possession, stating that he would return for them later; which he did not do. Witness then opened the parcel and saw it contained a rug, three shirts and three pair of shoes. He waited till about 3 a.m. and saw no signs of the defendant, so he took the parcel to the police station. The defendant returned at 7.30 p.m. yesterday and asked him to wait, and went out by another door and returned with a sergeant who made the arrest.

Defendant said that while passing the Sailors' Home the watchman there called him and he went. He told him to wait for a while and went out and brought a sergeant in and arrested him. Before doing so he told him to discharge one of his assistant watchmen and engage a friend of his. The articles were given to the witness by another man on the 21st. Defendant went on to say that he was not dishonest; his master was in the habit of handing him two to three thousand dollars to bank. He desired to call witnesses.

The case was remanded till Monday morning.

A Chinese was fined \$85 for having a quantity of opium in his possession.

The Chinese who was charged with receiving a stolen gramophone, the property of Mr. Lafferty, was this morning discharged.

The matter was settled out of Court.

NEW TREATY NO BAR
TO COOLIES.

Washington, Jan. 26.—The United States and Japan are on the verge of concluding a new treaty of commerce and navigation to succeed the present treaty, and there are hopes of ratifying it at this session of the senate.

The startling feature is the proposed omission of reference to immigration. It is proposed to omit the paragraph which is so objectionable to Japan in the present treaty which stipulates that the treaty shall not apply to "the laws, ordinances and regulations with regard to trade that immigration of laborers, police and public security which are in force or which may hereafter be enacted in either of the two countries."

It is this paragraph which enabled the United States to induce Japan to stop coolie immigration from Japan to the United States. There was a recognition of the right of the United States to restrict Japanese laborers. Now it is proposed to leave the subject of immigration to be dealt with by each country by legislation as it may see fit.

The administration, it is said, will justify its action on the ground that the regulation of immigration is a sovereign power, inherent in the nation, which cannot be whittled away or bartered by treaty arrangements. The opinion of Justice Field on this point is quoted as sustaining the state department view.

On the other hand the point is raised that the new treaty proposes to release Japan from a specific recognition of the right to restrict Japanese immigration, thus placing upon the United States the burden and danger of enacting special legislation if necessary to keep Japanese laborers out. It is also suggested by some of the senators that Japan, after being released from recognition of American right to exclude Japanese coolies, may not be so eager to enforce the passport restrictions in effect since 1907. And if Japan should terminate the passport agreement they ask how could Japanese immigration be stopped except by special exclusion legislation, which might lead to extreme friction and possible war.

The administration hopes to have the Japanese treaty ready for ratification by the senate before March 4. There is apprehension as to the attitude of the Pacific coast on the subject, but it is believed that assurances can be given that Japan will continue the passport restrictions in force and thus keep laborers from coming direct from Japan.

CORONATION MUSIC.

Why not All-British music at the Coronation? asks "M.A.P." The thing is feasible, although it would be difficult to exclude from the actual ceremony in Westminster Abbey the work of Handel, for example.

At the last Coronation the Abbey music was almost entirely by British composers, chiefly Parry, Sullivan, Walter Parratt, Stanford, Bridge, and Stainer; and, having gone so far, it should not be difficult for the authorities to "go one better" when King George V. is crowned. In any case, the members of the choir and orchestra and the soloists might well be "All-British."

Music, of course, will play a most important part at the Coronation. Sir Frederick Bridge, the famous Abbey organist, will again direct the arrangements. Sir Frederick has been organist at Westminster Abbey for some thirty-five years, and what he does not know about ceremonial music is hardly worth knowing.

If Sir Frederick follows precedent, his Coronation forces in the Abbey will consist of organ and orchestra of eighty performers. The chorus will be composed of boys and men from the choirs of the leading London churches besides those of Westminster Abbey, St. Paul's Cathedral, the Chapel Royal, St. James's Palace, the Chapel Royal, Savoy, and St. George's Chapel, Windsor.

A YEAR'S WORK OF LONDON POLICE.

London, Dec. 16.—According to Mr. Barris, the one thing in London that never fails to impress a country visitor with the supremacy of the great city is the size of the letter boxes at the chief post offices. These vast slits appeal more powerfully to the imagination than the conventional "sights" to which the attention of the excursionist is ordinarily directed. In the same way, if I wished to convey a sense of London's magnitude to a correspondent at a distance, I should not quote to him the commonplace statistics of population, but should casually remark that last year 25,004 umbrellas were left behind by passengers in London cabs and buses.

The ascertainment of that fact is due not to any researches painfully undertaken in preparing a dissertation on "Absent-mindedness in the Twentieth Century," but to the recent issue of the annual report of the commissioner of police for the metropolis, published in a foolscap blue-book of seventy-eight pages at His Majesty's stationery office, and presented to both Houses of Parliament by command of His Majesty. Formally it is a report submitted by the commissioner to the home secretary, for the reason that the metropolitan police force if not, like the police of provincial cities, under local management, but is directly under the control of the government department known as the Home Office. This force must be carefully distinguished from the City Police, a force of about 1,000 men which is controlled by the Lord Mayor and Aldermen, and is in charge of the small central "City" area covering only about 673 acres—about 170 acres less than New York's Central Park.

The metropolitan police, on the other hand, is responsible for a district of 700 square miles, embracing the whole region within a fifteen miles radius of Charing Cross, with the exception of the "city" area aforesaid. It has jurisdiction on the river Thames, and discharges incidentally the additional function of protecting military stations and dockyards, even as far distant as Devonport and Pembroke. Excluding the men who are thus on duty outside, and others who are specially engaged by public companies and private individuals (for the protection of banks, wharves, etc.), the force now consists of 27 superintendents, 538 inspectors, 2,296 sergeants, and 12,901 constables; a total of 16,572. The pay of the whole force of 18,657 amounts annually to about 11,600,000, or eight million dollars (g.).

CONTROL OF VEHICLES.—The average visitor to London—the average resident, too, for that matter—thinks of the policeman mainly as the walking directory who will direct him to a missing street, or as the benevolent despot who regulates the traffic at congested corners. It is seldom that the general public has an opportunity of watching him chase a burglar over the rooftops or arrest a disturber of the peace, but his display of authority over cabmen and chauffeurs is an everyday spectacle.

At the head office at Scotland Yard, one of the busiest bureaus is that which deals with the "public carriages" of London. The report of this bureau would be conclusive proof of the capture of the metropolis by the automobile, even if one's eyes and ears—and nostrils—did not find sufficient evidences of it otherwise. During 1909 there were licensed 1,711 new cabs. Of these only seven were hansom-alays for the departed glory of the "gondola of London"—and forty-one were four-wheelers drawn by horses. All the rest were motor-cabs. Licenses were issued for seventy-two new motor omnibuses and 241 new mechanical tramway cars; but not for a single new horse bus or horse car. Further, more than 2,000 horse-drawn cabs, buses and cars have dropped off the license list during the year, being apparently unable to stand the competition of the new-fashioned vehicles. The pedestrian who complains of the noise of the motor buses has, at least, the consolation that things might have been worse, had not Scotland Yard been so vigilant. Of 51 motor buses presented for license last year, only 18 passed the tests

of the "noise committee," and many of these eighteen were sent back several times until the remediable noise had been sufficiently reduced.

KEEPING EYES OPEN.—The statistics show that the bureau has a tremendous amount of work in the constant inspection of vehicles after they have once received their permit. Last year, there were 22,884 cases in which a public motor vehicle was reported unfit for public use, whether on account of excessive noise, defective steering gear, defective brakes, the dropping of oil or grease, or miscellaneous defects. As the total number of these vehicles bearing a license is 5,136, it is clear that the London police have been trained to keep their eyes wide open for the protection of the travelling public.

The licensing of drivers and conductors is a kindred responsibility. The first test imposed on an applicant concerns his knowledge of London. He is expected especially to know the whereabouts of the principal public buildings, places of amusement, railway stations, clubs, etc., and the most expeditious routes to and from these places. Out of 2,586 such applicants who presented themselves for examination last year no less than 2,009 failed. An extensive and peculiar knowledge of London is not so easy to acquire nowadays as it was in Sam Weller's time. There are, of course, further tests in driving horses or motor cars, as the case may be. The commissioner reports that many applicants for licenses as motor-car drivers have had to be rejected altogether, because, after several trials, they do not appear to be capable of becoming efficient.

Appended to this section of the report is the paragraph from which has already been quoted that astounding revelation of the number of forgetful owners of umbrellas. The remaining property found in public carriages and deposited with the police by drivers or conductors is thus classified: Watches, 289; rings, 228; opera-glasses, 704; sticks, 1,481; jewelry, 1,651; purses, 3,133; articles of women's clothing, 4,315, and of men's clothing, 4,620; bags, 6,499; and miscellaneous, 17,351. Of the total of 65,375 articles thus deposited 28,062 were restored to the owners, and the remainder were returned after three months to the drivers or conductors who had brought them in.

STREET ACCIDENTS.—Several interesting detailed tables are given respecting street accidents known to the police by which persons were killed or injured. The death toll amounts to 306 (255 in the daytime and 51 at night), and the toll of other casualties to 16,536. The police had the duty of taking to the hospitals 8,541 persons injured in accidents and 4,417 suffering from other causes. They prevented 596 attempted suicides. They found and restored to friends 11,579 persons who had been lost. They attended 2,920 fires, of which they extinguished 184 without the aid of the brigade. They stopped 271 runaway horses and seized 40,285 dogs. In such work as this, to say nothing of the risks run in arresting troublesome prisoners, the police naturally do not themselves come off unscathed. During the year there were no less than 3,310 cases of injury received while on duty. Of these 2,266 were assaults by prisoners. Among the remaining items are: Assaulted by persons not apprehended, 51; bitten by dogs, 102; assisting at fires, 28; stopping runaway horses, 44; assisting with fallen or restive horses, 21; when dispersing disorderly crowds, 17; while riding bicycles, 135; and by falling down or slipping in the streets or when examining premises, 379.

The sick list and sick leave returns show that the daily average loss on the entire force through sickness is 2.80 per cent. The removals during the year were as follows: Retired with a pension, 584; retired with a gratuity, 49; resigned through ill-health without title to pension or gratuity, 15; resigned voluntarily, 109; permitted to resign, 51; dismissed for misconduct, 25; died, 42; making a percentage of 4.69 removals to the strength of the whole force.

Of the 18,657 men now on the force, including those employed for special purposes, 5,748 have served for fifteen

years and over. Under the present system about 60 per cent. of the number available for duty in the streets is required for night duty, from 10 p.m. to 6 a.m. The remaining 40 per cent. is detailed for day duty in four reliefs in town districts, and two reliefs in country districts—the country districts being, of course, those most thinly populated sections of the metropolitan area which are swept by the further end of the fifteen-mile radius.

FINGER-PRINTS.—But, after all, it is the "criminal investigation department" that supplies Scotland Yard with its most anxious problems. How science has come to the aid of the modern Sherlock Holmes is illustrated by the commissioner's favourable comment on the finger-print system of identification, which "continues to give unqualified satisfaction." One of the most interesting exhibits at this year's Anglo-Japanese exhibition, by the way, was a series of specimens of the efficiency of this method. Of such identifications the metropolitan police made 9,960 during last year, an increase of over 500.

If this article should catch the eyes of any one in authority at Mulberry Street, I would, respectfully invite his attention to the fact that last year the metropolitan police summoned 843 persons, and secured the conviction of 785 of them, for "willfully obstructing highway or carriage-way by exposing goods for sale, etc.," that they summoned 207, and convicted 199, for "allowing barrows, etc., to stand longer than necessary for loading or unloading," and that they summoned 101, and convicted 99, for "wheeling barrow or truck on footway." My memories of the obstacles one had to encounter along the sidewalks of New York streets not many years ago suggest to me that in this respect the vigilance of the London constable might be imitated with profit.

But what of the more serious offences against property and person? Take burglary, for example. In an area inhabited by 7,510,273 persons, there must be opportunities for some good hauls, especially as so many people seem to be so indifferent to the protection of their own property. No less than 27,364 doors or windows were found open or insecurely fastened. Yet with all this temptation to the predatory class, there were only 469 burglaries. The house-breakings amounted to 1,673. How absenteeism contributes to these two offences is shown by the fact that 579 of them were committed in houses left with no one in charge. And the London burglar, for whatever reason, knows better than to risk the increase of his prospective sentence by adding assault to his original felony. Violence to the person was used in only seven cases of burglary and three of housebreaking. It would seem that in these days the novelist who takes this type of crime for his subject must depart widely from real life if he is to make his writing sufficiently sensational.

The most gruesome work that any police force can have to deal with is, of course, the tracking of cases of murder. If Scotland Yard were inefficient in pursuits of this kind, one might advance in its behalf the plea that it has comparatively little opportunity of practice. Last year there were reported within the metropolitan area only nineteen cases of the murder of persons above one year of age. (This return is presumably based on the verdicts of coroners' inquests, so that an allowance would have to be made for a certain number of disappearances.) In six cases out of the nineteen the murderers anticipated the course of justice by committing suicide. In eleven cases out of the nineteen, arrests were made. In one case of the two that have not been traced, there was reason to believe that the injuries that caused death were self-inflicted, although a verdict of wilful murder against some person unknown was returned at the inquest. Thirteen persons arrested in the eleven above mentioned cases were tried during 1909, in addition to one prisoner whose case was pending at the end of the previous year. Of these fourteen, seven were convicted and sentenced to death, four were found to be insane at the time of the commission of the offence, and one on arraignment (and was

therefore ordered to be "detained during His Majesty's pleasure"), one was discharged by the magistrate, and in the remaining instance the bill was ignored by the grand jury.

Far be it from me to cast any doubt upon the distinction London has gained as a criminal centre. At the same time, when one becomes aware that every year there is only one murder known to be committed for every 400,000 of its population, it is clear that there are other places in the civilized world where the task of self-preservation from the enemies of society offers a prospect of greater excitement.

H. W. H.

FLIES.

DANGEROUS PESTS.

Hongkong has done much to rid itself of the mosquito pest, but flies still flourish. These are a serious menace to the health of any household, and much can be done to minimize the danger from them. A recent bulletin of the American Civic Association gives a series of rules for dealing with flies. The matter is of such importance that we reprint these rules in their entirety.

Flies breed in horse manure, decaying vegetables, dead animals, and all kinds of filth.

Not less than 95 per cent. of the posts are bred in the stable.

All stables should have a manure bin with a door at the side and a wire screen on the top, that the larva deposited in the manure before it was placed in the bin will be screened when hatched; and as flies seek light and come to the top of the bin, they can be easily killed by burning paper or some other device.

The fly has a thirst only equalled by his hunger; place a dish of poisoned water in the stable and a greater part of the flies hatched there will be killed.

Flies are nature's scavengers, fulfilling the same function that some bacteria do, but become an intolerable nuisance and danger when entering human dwellings and by contamination of food.

The presence of flies is a direct evidence of careless housekeeping and of the existence of filth in some form about the premises, and are more dangerous than the good housekeeper's terror found in bedrooms.

Remember that wherever absolute cleanliness prevails there will be no flies. Look after the garbage cans. See that they are cleaned, sprinkled with lime or kerosene oil, and closely covered.

Remove all manure from stables every three or four days, and when removed keep in a tight pit or vault, so flies cannot breed in it.

Lye, chloride of lime, or blue vitriol water, crude carbolic acid, or any kind of disinfectant may be used.

Keep flies away from the kitchen. Keep flies out of the dining-room and away from the sick; especially from those ill with contagious diseases.

Screen all food. Apply this rule not only to food prepared at home, but to foodstuffs offered for sale, and especially fruits, salads, and all other things which do not require to be cooked.

Prevent consumptives from expectorating where flies can feed upon it.

To clear rooms of flies carbolic acid may be used as follows: Heat a shovel or any similar article and drop thereon twenty drops of carbolic acid. The vapour kills the flies.

A cheap and perfectly reliable fly poison, one which is not dangerous to human life, is bichlorate of potash in solution. Dissolve one dram, which can be bought at any drugstore, in two ounces of water, and add a little sugar. Put some of this solution in shallow dishes, and distribute them about the house.

Sticky fly paper, traps, and liquid poisons are among the things to use in killing flies, but the latest, cheapest and best is a solution of formalin or formaldehyde in water. A spoonful of this liquid put into a quarter of a pint of water and exposed in the room will be enough to kill all the flies.

To quickly clear the room where there are many flies burn pyrethrum powder in the room. This stupefies the flies; when they may be swept up and burned.

If there are flies in the dining-room of your hotel, restaurant, or boarding-house, complain to the proprietor that the premises are not clean.

THE DEVELOPMENT OF KIAO-CHOW.

In place of the usual illustrated report on Kiao-chow published in brochure form, which is now only to appear in the elaborate style at longer intervals, the German Imperial Navy Department has communicated to the semi-official "Nordd. Allgemeine Zeitung" some of the main facts relating to the development of the territory during the last official year, viz., from October, 1909, to October, 1910. These are, on the whole, of a satisfactory nature.

In spite of the financial crisis in North China, the report states that Tsingtau's trade has been practically maintained at the favourable level of, roughly, \$65,000,000 reached in the previous year. Particular attention is drawn to the fact that Tsingtau, as the outlet of an important railway system, has been the principal port for the importation of railway material for the Tientsin-Pukow Railway. The building of this railway, and not least also of the great bridge over the Hoangho, has given numerous orders to German industry and profitable work to German engineers. The net profit which German political economy has secured from this construction is to be estimated at not less than m.45,000,000. Materials valued at about m.4,000,000 were imported at Tsingtau in the period extending only from May 1 to October 1 last. Apart from this item, the total imports of non-Chinese goods amounted to \$25,800,000 against \$25,400,000 in the previous year. It is remarkable that these imports, which in the whole of East Asia have this year suffered much from the Chinese trade crisis, and the consequent scarcity of money, have in Tsingtau not only not declined, but have even risen a little.

The most important articles of import up to the present are aniline dyes together with artificial indigo (\$1,400,000), needles (\$195,386), and recently also malt (about \$75,000). The total import of Chinese goods amounted, in consequence of the crisis, to only \$9,100,000, against \$13,100,000 in the preceding year. On the other hand, exports have again increased by about \$3,000,000 to \$29,200,000. The interested firms speak in a very contented way in regard to the Tsingtau export trade. For the first time several steamers, fully loaded left the port for the European continent. The most important export articles are, as before: Straw-braid, \$11,109,000; silk, \$5,000,000; and hides, \$2,000,000; also tallow, \$505,000; egg products, \$300,000; and coal \$759,000. The cattle export to Manchuria has been maintained, despite many disturbances.

As regards the local effect of the commercial crisis, this was heightened by opium speculations and the failure of a Chefoo bank; on the other hand, relief was rendered by the good crop in Shantung and the help given by the German-Asiatic Bank at the Government's instigation. The crisis may now be regarded as overcome, although some Chinese firms may possibly not be able to hold out. The increasing importance of Tsingtau as a trading place is testified to by the increase in shipping. Special attention is drawn in the report to the fact that the mail steamers of the North German Lloyd now call monthly on their outward and homeward voyage. Coastal shipping suffered during the year owing to the crisis. The number of steamers has risen from 511 to 568, or an increase of 57; whilst the tonnage rose by 136,674 to 808,759. Other signs of the increasing commercial importance of Tsingtau are the increase in the bank-note circulation of the German-Asiatic Bank and in the Chinese customs revenue. At the close of the year 1910, amounting to \$775,801, was in circulation, against \$603,655 in the previous twelve months. The Chinese customs revenue increased from Hk. 1,090,278 to \$1,193,021. The position of Tsingtau's trade compared with that of Chefoo is now in the proportion of about three to two. The number of Chinese junkdowners has, despite the crisis, again risen in the past year by 28 (254 against 226). The regular revenue of the Kiao-chow territory rose in the year from m.2,890,000 to m.4,190,005.

This includes an increase in the gross receipts of the wharf and of the electric works of about m.1,125,000.

The report further states that the extension of the harbour works and of the road and canal system has been proceeded with. Private building activity increased compared with the previous year, and especially was this the case with the new Chinese buildings. Amongst the more important edifices completed during the year was the first block of buildings for the German-Chinese High School. It comprises room for 120 pupils, reckoning two to a room, besides eight dwellings for Chinese teachers. The second set of buildings, which is to be finished next spring, is to be constructed in a similar style. The German-Chinese High School has not yet fully got through its first stage of development. The extraordinary difficulties of an organisation for which examples and sufficient experience is lacking, necessitates extraordinary effort. Nevertheless, the number of scholars has increased from 79 to 145, amongst whom no difficulties as regards discipline have occurred, and they are making satisfactory progress. Chinese translations of various works have been published, and a kind of museum for all departments of natural and technical science has been established. The report mentions further that the Christuskirche (Church of Christ) in Tsingtau, the site of which was given by the Government, was consecrated last October. The Observatory founded by the Navy League is in course of construction, and its completion is expected in the coming summer. The population of the town of Tsingtau in the year 1910 numbered 1,321, including 1,531 Germans; there were in addition 2,275 soldiers. The Chinese inhabitants of the town number 34,180, and of the whole territory 120,690, or a total of 161,140.

CREWS IN THE MAKING.—LATEST FROM ISIS AND GAM. It is now pretty certain that all the available Cambridge Blues, J. B. Rosher, R. W. M. Arbuthnot, G. E. Fairbairn, F. E. Hellyer, R. L. Blane Smith, and R. Davies will row against Oxford again this year. Davies, Hellyer, and Rosher occupied their 1910 thwarts during last week at Nos. 2, 3, and 4, but R. L. Blane Smith was moved from No. 7 to No. 5, where he is doing excellent work. Fairbairn is the new No. 7. He is in his fifth year, but, as the four years' limit qualification does not apply to wetbobs, his inclusion is quite in order. The old Etonian is already rowing in most effective style.

Schools represented by the above are Chatterhouse, Hymer's College, Hull, Winchester, and Eton. C. A. Skinner (the 1910 coxswain) hails from Durban High School, Natal. He showed marked ability with the lines last year, and experience gained in that race has evidently stood him in good stead. The Jesus man is now about 9st., but should train down to his normal weight of 8st. 5lb. (about).

THE RECRUITS.—The 1910 recruits so far are S. E. Swann (Trinity Hall), winner of the "Oolkouhous," C. F. Burnand (First Trinity), and L. S. Lloyd (Third Trinity). Swann is at bow, Burnand at No. 4, and Lloyd is setting the work. Neither of the two first-named are likely to be dropped on latest form. The old Etonian should develop into one of the best bows of recent years. He evidently inherits the rowing ability of his father, the famous Blue of 1883-5. Burnand hails from Downside, and has done splendid work both on the Cam and at Henley. A better successor to C. P. Cooke (the Australian) at No. 4 would be difficult to find.

Up to the present Arbuthnot has contented himself with sculling exercise. He rowed bow v. Oxford in 1909-10, but is prominently a stroke—as demonstrated anew in the Trial Eight race before Christmas. He is to set the work directly serious work begins, i.e., when the crew migrates to Ely about February 11. Nor will his so doing at all upset the rhythm of the eight. He and Lloyd have both been coached from the first on strictly Etonian lines; hence their style and methods are practically simple.

Bar interim mishaps, a very formidable crew is assured this season. Already the men are balanced well, all appear apt pupils, and Mr. W. Dudley Ward is bringing them on in very appreciable fashion.

FREQUENT OXFORD CHANGES.—President Bourne (Oxford) is tackling his formidable task of crew-making in characteristically energetic fashion. Wisely, he is contenting himself with utilising the services of a limited number of recruits at this stage. Among others who have been tried are C. E. Timne, L. G. Wormald, R. E. Burgess, E. Millington-Drake, W. D. Coleridge (the Etonians), W. S. Cushing (from Yale University, U.S.A.), C. W. B. Littlejohn (from Melbourne University, Australia), G. W. Lambert (an Old Cheltonian), J. A. Hugh Jones (from Rugby), and J. W. Heinemann (an Old Marlburian). From this list alone he should be able to fitly fill the six vacant seats in due course.

His biggest task will be to find a No. 7 capable of succeeding P. Fleming. Lambert or Timne will probably be finally selected, and either should couple up the work well at that thwart. Lambert showed capital form in this year's Trial Eight race in the same position, and is a distinguished Henley oarsman. Timne's Eton form alone stamps him as an oarsman right above the ordinary. He, too, inherits the ability of his father—the ever-famous Blue of the 'sixties. Another Old Etonian likely to get extended trial is A. F. Wiggins (Captain of Boats last season).

GARTON ROWING AGAIN.—The rumour that A. S. Garton (the O.U.B.C. secretary and Blue) had gone down is, happily, only rumour. He will assist again, and at his old thwart, No. 6. President Bourne will again set the work, when something like final order has been attained, and there is no doubt that H. B. Wells (Winchester and Magdalen) will succeed A. W. Donkin as cox. He is a son of the ex-O.U.A.C. president of that name, and is evidently an adept with the lines. The victory of No. 1 crew at Moulford before Christmas was largely due to his skill and opportunism.

Any sort of critical comment at this stage of preparation would be idle. Frequent changes must be expected for a week or so yet. Nor is the president unduly hurrying matters. The race is in April, not March, so there is plenty of time before him. Bitter experience in the last few years has demonstrated the fact that there is such a thing as overdoing boat race work. —"Pall Mall Gazette."

THE DECLINE OF CHURCHGOING.

I fear that the decline of churchgoing is a matter which will exercise the minds of Christians until at last the empty church will be as common as a rainstorm, and will evoke as little comment, save a contributor to the "Morning Leader." No man of long and extended experience has any doubt as to the cause. It is, to put it brutally, the absolute contradiction between the profession and the practice of Christians.

I remember long years ago, when I used to live in Florence, receiving a great shock from an ecclesiastical dignitary, a celebrated prior and titular abbot. I was walking with him in his cloister—open then, and I believe still, to the public—when he was approached by a poor woman for assistance. His answer was—not a single word, but a snarl—a real, inarticulate snarl. In less than two seconds he was greeted by a marquis, a member of the old Florentine nobility, more notorious for his wealth and looseness of life than for his devotion to Holy Church. The difference of the reception was a wonderful thing to see. The effect has lasted me ever since.

The following will represent the Hongkong Football Club in their Shield match with the Naval Yard to-day. Kow: Hamilton and McCubbin; Moon, Barlow and Wilkie; Aitchison, Hedley, Brown, Goldenberg and Roberts.

THE CRY OF CHINA.

[BISHOP JAMES W. BASIL-FORD, D.D., LL.D.]

It is six o'clock, and I hear on waking the cry of Chinese workmen carrying large stones from the quarry. It is the singing of ten or twelve men trying to keep step in carrying a heavy burden. This is Sunday morning; workmen in all Christian lands will turn upon their beds and fall asleep again, as fit beginning of a day of rest. But there is no rest for weary workers in China. Again the chant of toil floats down the mountain and across the valley. It recalls the song of the trackers in the Yangtze gorges pulling our boat five hundred miles up the rapids day after day for thirty days. The imagination of a half-horse-flesh worker sweeps him back to childhood land; and the cry of the toilers in the quarries and the trackers on the Yangtze recall the scenes of toil seen on certain farmers' faces in early Wisconsin days.

The recollections of childhood bring back the travail of the nation and the lines of care seen in all the portraits of Abraham Lincoln's face and the lines of toil once seen in Washington in a plaster cast of Abraham Lincoln's hand. Is toil the lot of all great men and nations? The lines of care in Abraham Lincoln's face suggest the marred visage of the Son of Man; and the vision of him sitting by the well of Samaria recalls the grove worn deep in the rock curling of that ancient well by the bucket ropes of Samaritan women who, for a hundred generations have been drawing water from the depths below. The worn rock grooves bring the dreamer back again to China and recall the five hundred grooves he counted year deep in the rocks below Kweichow upon the Yangtze. The grooves are deeper than the groove in the curling of the Samaritan well; they are worn one above another as the river rises; they are made by the bamboo ropes of Yangtze trackers.

One hundred and fifty men and women and children are often huddled to a single boat, and they haul vastly heavier loads than a bucketful of water; and those Chinese fathers and mothers and little ones have been tracking for longer and wearier generations than the women of Samaria have been drawing water. These rock-worn grooves are our petty human wrinkles put on the brow of nature, and these suggest nature's travail marked by vastly deeper wrinkles in gorges and mountain chains. Is toil the doom of nature also? "The whole creation groaneth and travaileth in pain together until now" waiting for our adoption, to wit, the redemption of our body. The Church has spoken and wisely of the redemption of the spirit. Will she find voice to utter the humbler but the more pressing message of the redemption of the body?

The cry of the Chinese toilers began and still remains a song for making time; but it has become also a cry for sympathy—the cry of unrequited labor. It is the rising murmur of socialism, unsettling the policies of European statesmen; the cry of labor unions disturbing the dreams of political leaders; the cry of suppressed agitation which I thought I heard recently in the silence of the streets of Moscow—a silence more ominous than sound. It may become the cry of another French Revolution attending the savage rending of society. May it rather become the cry of Egyptian toilers reaching the ear of God and bringing another Moses to lead us into our promised land!

Listen! The cry of a child half smothered by the hovel in which it is sleeping floats in on the morning air. Children seldom cry in China, for why should a child cry when crying seldom brings relief? When a child does cry in China usually it is the harsh shriek of defiance of a spirit not yet broken. On rare occasions I have seen a Chinese child sitting alone sobbing. It is like the sigh of a homeless wind. Listen again! The chant of quarrymen once more. There is a weird melody in this Chinese cry which American workmen can never imitate—at least we pray not; for it springs from centuries of toil without hope and of labor without reward. It is the murmur of humanity in its

struggles and its sorrows, like the breaking upon rocky shores of the tumultuous sea.

The song of the toilers in India resembles the cry of the Chinese, but it is weaker and more plaintive. The cry of the Japanese vendors at the railway stations suggests the cry of the Chinese, but it is thinner and more delicate. The Chinese chant of toil is the cry of strength in weakness, like the sobbing of Jesus in Gethsemane, or the "loud voice" of the Forsaken One upon the cross. If the "pép" has not passed from China, as it did not pass from Jesus, it is for some divine reason. God always works by law. Surely he loves the Chinese, else he would not make so many of them. But the race which absorbed and largely transformed to its own pagan standards, Buddhism, and Judaism, and Mohammedanism, and Nestorian Christianity—the race which remained unconquered by the lower forms of faith by which the Father sought to prepare the way for the coming of his Son—this race, under the law of the universe, must await the open Book and the highest type of faith which twenty centuries can produce. The strong one is waiting for the Stronger; hence the chant of unrequited toil for forty centuries. But, like the cry of the Forsaken One upon the cross, this cry of the Forsaken Race has been heard by the Highest; the angels are beating their wings to its time as they hasten with the "good news" to Jesus's countless countrymen in China.—W. Ch. Adv.

DEADLY INSECTS.

It is only within recent years that medical science has come to recognise fully the deadly menace of insects such as the mosquito and the housefly. The germs of several diseases are carried by these creatures, particularly in semi-tropical and tropical climates, and too much emphasis cannot be placed on the necessity for precautionary measures against them. The common housefly has been termed by Prof. Ostler, "the greatest enemy of mankind," but, although its menace has been described again and again by professional and other writers, the average man does not take steps to protect himself from this most prolific source of disease. In Hongkong the fight against the malaria-bearing mosquito has been going on for some considerable time, and happily is proving successful, but the housefly, even more deadly than the anophelo, is generally disregarded. Sanitary measures in Hongkong are as perfect as possible in any Oriental city, but nevertheless refuse and garbage of all kinds are exposed and form a breeding place and happy hunting ground for myriads of flies—the most prolific creatures that exist. We doubt if it would be possible to institute direct measures of repression, but residents, if they will but realise how menacing are these apparently harmless creatures, can take steps to protect their lives. They must recognise in the first place that the ordinary housefly is the filthiest thing that lives. Its touch is contamination and its presence is a threat. We could not, though with the best will in the world, use language sufficiently strong to describe this dirty insect. It would take the pen of a Zola adequately to do so; but we can, at least, impress upon our readers the absolute necessity for avoiding contact with this creature. Its one and only virtue, that of being a scavenger, makes it in itself more deadly. We wish that every school in the Colony, and particularly the schools where young China is being taught, would take up this subject, and either by lecture or direct instruction make their pupils aware of the danger which hovers about them. The benefit of such tuition or warning cannot be overestimated. On the other hand, from the point of view of the general public it cannot too strongly be said that no office or living room, unguarded by wire netting from flies, should be without some means of destroying these pests, and we hope that before the warm weather brings this insect in myriads the authorities will issue warnings against their menace. It is comparatively easy to protect ourselves from either flies or mosquitoes, and this being so, citizens who neglect the most

ordinary precautions fail in their duty towards themselves and the community at large. The mosquito and the housefly are more dangerous than the tiger and more deadly than the cobra. Declare war upon them.

A SHORT SERMON.

HOW TO BE SAVED

Take heed unto thyself, and unto the doctrine; continue in them: for in doing this thou shalt both save thyself and them that hear thee.—1 Timothy, iv, 16.

St. Paul, who may be justly regarded as the foremost among the expositors of the religion of Jesus Christ, is writing to Timothy, telling him what he would best do to make his ministry effective and productive of the right results. After admonishing him on many subjects, he speaks as above quoted.

And in this sentence he touches the subject that is uppermost in almost every life, be its religious profession what it may. Few, indeed, are not more or less deeply concerned with their salvation. Millions upon millions have asked, "What shall I do to be saved?" and the answers made to them have varied as the stars vary one from another.

To his beloved Timothy Paul says: "Take heed unto thyself and unto the doctrine."

"Take heed unto thyself." The apostle to the Gentiles recognizes, as must every calm-minded man, that carelessness of self is neither right nor Christian. Men are the sons of God, and any sect which teaches the utter worthlessness of human beings is departing from one of the essentials of Christianity.

"Take heed unto thyself." See to it that the soul for whose salvation you are working is fit for the task, for it is a task that your soul must work out, guided and helped by your Father above.

Then, "take heed unto the doctrine."

What doctrine? The doctrine of Christianity. Where is that to be found?

In the life of Jesus Christ.

And what was that life?

Now we come to the pith of the matter. Now we may cast aside all revisions and differing versions of the Christian religion—Roman Catholicism, Presbyterianism, Methodism, Episcopalianism, Quakerism and all others. Now we come to a concrete and tangible example which ought to furnish us with a true meaning of "the doctrine," for if Jesus Christ be not the doctrine of Christianity, then Christianity is nothing, and if He lived not as He would have us live, then He is unworthy of place or praise.

What was His life?

He had self-confidence. He believed in Himself and in His God. He cared nothing for the things of this world, and yet He always advised His followers to recognize the laws and rulers of temporal estate.

He loved the poor, lived among them, chose them as His helpers and His heralds, and He despised the rich and haughty.

He respected honest labour, and His staff He made up of labouring men. They were humble labouring men too.

He ate and drank as other men, and He made no pretence of living by the letter instead of the spirit of the law. He was moderate in all things.

He spent thirty years preparing Himself for His work, and was active in that work only three years. And He lived purely and simply.

He emphasized, above all things, the need of things spiritual and the uselessness of things material, save as they sustained the physical being in its spiritual endeavors.

He was kind, forgiving, thoughtful, just, merciful and true. He never upbraided any man for an honest belief, and the only thing that made Him mad was hypocrisy.

He loved children and He loved nature. He eschewed revenge.

He loved the good and pitied—mark you the word, pitied—the evil.

It is not to be said that no man can live as He lived, for He Himself bade men be perfect, even as their Father in heaven is perfect, and He would not have given men a goal unattainable.

It may be said, however, that the person who diligently studies the life of Christ and earnestly seeks to emulate it in every thought, word and deed, is saved, if there be any salvation.

LADIES' COLUMN.

THE PRIEST'S FROCK.

Paris has made the "priest's frock" so becoming that among smart women it is likely to be a great favourite. In shape it very closely resembles a curé's cassock, and is generally made of soft black with a row of crochot buttons from throat to hem. A flut sash with fringed ends accentuates the effect. Spliced into the gown is often a simulated bolero of bright bishop's purple satin and a white stock gives the finishing touch to a high black satin collar. In addition there is a little stiff bow of the bishop's satin with long gold tasselled ends. Many of those who have adopted this priest's frock add to it a little semi-fitting coat of black velvet with touches of purple satin and a hat of black beaver that is called "papal."

Chiffon and fur, though one is the lightest of filmy fabrics and the other the heaviest of pelts, are a quite usual combination, the one as a trimming for the other. In Paris, however, the fastidious dame of fashion who shows herself robed in fur from head to foot during the daylight hours loves the more frivolous looking chiffon to wrap her for evening wear. Even her long enveloping coat, her evening wrap, she now also has of chiffon, but to keep her snugly warm and strike the notes of novelty this coat is lined with fur.

Utterly different from the fur handbags of some decades ago are those which the Parisienne is now carrying. Round, oval, or flat and square with a plain or well-chased mounting, they all have handles of silk cord knotted and tasselled so as to give wonderful elaboration to this new whim of dress. On velvet bags there are sometimes handles of leather, but these are not so pretty as those of velvet or silk.

In black and white are bags of soft black kid with pipings of white and white porcelain frames.

SLEEPING BEAUTIES.

The latest craze of Berlin society women, it is stated, is to have their portraits painted while asleep. An Austrian countess originated the idea. She had commissioned an eminent artist to paint her portrait. The painter kept her waiting for the sitting and the countess fell asleep in an anteroom.

Meantime the artist arrived, and seeing the "sleeping beauty," made a hasty sketch of her. When the countess awoke he showed her how she looked asleep. The drawing was so attractive that the sitter insisted on having a real portrait in oils painted, while she pretended to be asleep.

Now the idea has spread among German society women, who have their portraits painted in drowsy attitudes, some really taking a beauty sleep.

STRAW HATS.

The first straw hats have made their appearance in fashionable Bond-st. windows, and to the eye wearied with months of felts and velvets they are as welcome as the first primroses. The casual observer may not see much connection between the two things, yet both are heralds of the coming Spring, and never fail to act as mental tonics during the dark weeks that precede the joyful Spring.

There has always been a mild sort of rivalry as to which should appear first; the primrose used to have it all its own way in the days when the flower-trimmed straw had to wait until Easter came before it could be launched, but now the straw hat is generally the winner, for it makes its appearance (in the windows, at any rate) long before the month of January is out.

THE SWALLOW VEIL.

Speaking of hats and Spring reminds one of a very new veil that I came across last week. It is known as the swallow veil, and, as its name suggests, is covered with a flight of swallows in full wing. The net is so very fine that at a little distance it is practically invisible; the swallows, however, are clearly seen as long as the wearer is in sight. I cannot say that this new veil is exactly becoming, but it is distinctly novel, and that is quite sufficient recommendation for many people.

THE CAPE RETURNING.

News of the spring fashions is beginning to leak out. Among

the many novelties that are promised is the return of the little round shoulder cape, after the style of the picturesque highwayman's dress. This will be soon first in velvet edged with fur, but later on it will be made in more summy materials.

WISDOM WHILE YOU WAIT.

Mr. Will Crooks, M.P.—There are no bad boys—only misdirected energy.

Mr. W. Curtis-Green.—If it is true that architects are born and not made, it is equally true that they are not born ready-made.

Bishop Welldon.—There is nothing so aggravating or so exasperating as the spirit of men who claim a superior holiness.

Dr. Valentine Knaggs.—The microbes has been greatly maligned: most microbes are beneficial.

Mr. W. H. Hudson.—It is easier to find a post or a philosopher in any village than a naturalist.

Lord Rosebery.—After all, fiction is not perhaps the worst place in which to look for history. The Postmaster-General.—We are emerging from the period when wars between great nations are regarded as inevitable.

Mr. A. H. Hiorne.—The secret of good teaching is adaptation.

Alderman N. Phillips.—One of the greatest drawbacks in an official is a too great dependence on past experience.

Mr. W. R. Colton.—A nation cannot go on despising literature, science, art, and nature, and concentrating its soul on pence, without suffering in the long run.

Lord Sanderson.—Whereas our Tudor ancestors were very urgent that the vagrant should be grievously whipped, the Victorian practice was that he should be severely washed.

Mr. Filson Young.—One of the strongest and healthiest branches of English music is to be found in the brass bands of the towns and villages.

OUR DIARY.

Saturday, 4th March.

Bijou Scenic Theatre, 9.15 p.m.

Empire Cinematograph, 9.15 p.m.

Monday, 6th March.

Rifle Meeting.

Address by Lady Lugard on Ministering Children's League, Government House, 3 p.m.

Crown Land Sale, 3 p.m.

Seamen's Institute Concert. Meeting of Senate College of Medicine.

Tuesday, 7th March.

Organ Recital, St. John's Cathedral.

Wednesday, 8th March.

Kowloon Land and Building Co. meeting, noon.

Engineers' Institute Meeting, 9.15 p.m.

Concert, Sailors' and Soldiers' Home.

Thursday, 9th March.

China Fire Insurance Company Meeting, noon.

Belle View Hotel Skating Carnival.

Friday, 10th March.

Hongkong Fire Insurance Co. Meeting, noon.

Saturday, 11th March.

Engineers' Institute Dinner. St. Andrew's Athletic Club, Annual Gymnastic display.

Sunday, 12th March.

Volunteers Church Parade, Union Church.

Thursday, 16th March.

China Sugar Company meeting, noon.

Luzon Sugar Company meeting, 12.30 p.m.

Saturday, 25th March.

Dorchester Dinner, Hongkong Hotel.

Washington, Feb. 23.—The House of Representatives has passed the bill appropriating funds for the Navy during the coming year.

AUCTIONS.

PARTICULARS and CONDITIONS of the Lotting by Public Auction Sale, to be held on MONDAY, the 6th day of March, 1911, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Kennedy Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1	Island Lot No. 1175, adjacent to the Kennedy Road, and bounded by the Kennedy Road, the Kennedy Road, and the Kennedy Road.	47' 6" x 65' 6" x 95' 6" x 100' 6"	5,084	40	1,100

Hongkong, 27th Feb., 1911. [927]

G. R. PUBLIC AUCTION.

THE undersigned have received instructions to sell by PUBLIC AUCTION,

on TUESDAY,

the 7th March, 1911, at 10 A.M., at Army Ordnance Stores, Queen's Road East.

THE FOLLOWING GOVERNMENT STORES

AT THE ARSENAL YARD:—BOATS, CARTS, ELECTRIC CELLS, GOSAGE PUMP, BRASS, CUPRONICKEL, GUNMETAL, COPPER, LEAD, WHITE METAL, ZINC, STEEL, CAST, WROUGHT and GALVANIZED IRON, LEATHER, GROUND SHEETS, BLA KETS, TARED and PLAIN CANVAS, ROPE, DOOSOOTIE, BUNTING, WOOLLEN RAGS, OLD WOOD, IRON DRUMS and CYLINDERS, PAINT KEYS, PACKING CASES, &c.

Also a quantity of OLD CLOTHING.

Catalogues can be had at the Ordnance Office or from the Auctioneers.

TERMS OF SALE:—Cash on delivery. All faults and errors of descriptions at Purchasers' risk, on the fall of the hammer.

All lots to be cleared within 24 hours. HUGHES & HOUGH, Auctioneers.

Hongkong, 3rd Mar., 1911. [935]

PUBLIC AUCTION.

A QUANTITY OF JUTE (originally comprising a shipment of 681 bales), JUTE CUTTINGS (originally 200 bales), COTTON (originally 21 bales) and GUNNIES (originally 71 bales) landed damaged by Fire and/or Water ex "KUMSANG" will be sold by Public Auction at SAIGON on 10th March for the benefit of the Concerned. For further particulars apply to Messrs. SPEIDEL & CO., Saigon, or to

JARDINE, MATHESON & Co., Ltd., General Managers, Indo-China S. N. Co., Ltd. Hongkong, 27th Feb., 1911. [938]

OSMAN & CASUM,

1 & 8 D'AGUIAR STREET.

CHINESE

CALENDARS

A SPECIALTY.

Des Vœux

Road,

Central,

HONGKONG.

Hongkong, 6th Sep., 1910. [940]

Hongkong, 6th January, 1911.

Informations.

LITHOGRAPHY

PRINTING

EMBOSSING

ENGRAVING

RUBBER

STAMP

MAKING

&c., &c.,

ARE SOLE OF THE

DEPARTMENTS

OF THE

"South

China

Morning

Post" Ltd.

LARGEST AND

MOST MODERN

PLANT IN THE

COLONY.

[SPECIAL ARTICLE.]

WHEAT GROWING
IN CHINA.AN EXPERIMENTAL FARM
IN CHIHLI.

Experiments in market gardening, and scientific agriculture generally, made by some progressive and highly-trained Germans in Shantung, some two or three years ago, induced a well-known Chinese official to follow the example thus set. The result was the establishment in southern Chihli of an experimental farm of large area, where the soil of the region was tested for its capacity. The official in question holds a highly-placed and very important post in the administration of the Viceroyalty of Chihli, and he devoted a very large portion of his personal wealth to the development of this farm. Exports, one British and one American, were engaged. The property was laid out with care, and the present writer had the pleasure of seeing it at the time when the efforts of the owner were being crowned with success. The most striking feature was the prosperity of market garden vegetables. Celery, asparagus, the best potatoes, white cabbage and beetroot were being grown in soil that to conservative minds appeared to be little better than salt-encumbered sand.

This success induced ambition in the mind of the owner and he determined to attempt the production of leading cereals. The attempt was made in the face of the laughter of his many friends.

The main agricultural product of North China is kaoliang, the strong, fast-growing grain used by the natives there even more diversely than bamboo is used in the South. It was thought that a more delicate plant would not flourish where this coarse but eminently useful growth is produced; but on the farm of this progressive and highly-thought-of official the finest wheat seed was tested, with the best results. It is true that money was spent lavishly upon irrigation, that the best artificial manures were employed, and that experts oversaw the work. Nevertheless it was clearly proved that wheat could be grown most successfully where the prominent kaoliang hitherto had reigned supreme.

The farm was a precious jewel in its owner's eyes, and energetic official though he is, he did not welcome publicity regarding it. We can understand such attitude, though we may deeply regret it; but the point lies in the fact that the most highly scientific development of nature in China proved a surprising success. Should such farming be widely employed in this nation of extraordinarily painstaking agriculturists, the most rosy dreams of the model farmer would appear dim and drab.

Many of my readers have seen the barren slopes of the dull brown hills of China terraced and cultivated by the most strenuous labour, until they have been made to produce two, three, and sometimes four, crops a year. The labour is ignorant, but the energy, the spirit, is there to overcome this weakness, and with scientific methods these apparently arid grounds could be made into veritable gardens of luxuriance. German exportness, as is exemplified in Shantung by certain activities of the Kiaochow Government, has sown the seed of such scientific agriculture, and the day is clearly fore-shadowed when the Chinese will add to their present capacity for taking pains—the most necessary faculty to the farmer—a deep knowledge of the best means of

devoting their energies to the tilling of the soil. The Western nurseryman has not yet sent his agents to, or, appeared himself, in China, but the time is coming when what he can provide will be eagerly sought after by the people of this land. One millionth part of its possibilities in this direction has not as yet been utilised, and despite floods, tropical heats and rigorous winters, the experimental farming of a single, although exceptional, Chinese official has proved the soil of China to be crying out for development on modern lines. A land flowing with milk and honey China will never be, but as an exponent of the art of agriculture she will take a high place in the world's progress.

H. E. R.

GOVERNMENT
HOUSE.

Mr. Chang Tso Cheing, of the Board of Justice, who has come from Peking to examine the prison system in S. China, accompanied H. E. Governor, by invitation, in an inspection of the goal yesterday afternoon. Hon. Mr. Brewin, Registrar General; Mr. Craig, Assistant Superintendent; and Dr. Kelly, Medical Officer in charge, were present. His Excellency inspected the new extension, by which 76 additional cells and 3000 sq. yds. of additional yard area are provided, and particularly examined the place from which the recent daring escape was effected. The food of the prisoners was inspected, and also the Visiting Justices' book, in which their comments are recorded and the prominent characteristics of the prison system were explained to Mr. Chang.

WARS REDUCE HUMAN
STATURE.

In the Wiertz gallery in Brussels is a wonderful painting, dating from the time of Waterloo, called Napoleon in Hell. It represents the great marshal with folded arms and face unmoved descending slowly to the land of the shades. Before him, filling all the background of the picture with every expression of countenance, are the men sent before him by the unbridled ambition of Napoleon. Three millions and seventy thousand there were in all—so history tells us—more than half of them Frenchmen. They are not all shown in one picture. They are only hinted at. And behind the millions shown or hinted at are the millions on millions of men who might have been and are not—the huge widening human wedge of the possible descendants of the men who fell in battle. These men of Napoleon's armies were the youth without bluish, "the best that the nation could bring," chosen as "food for powder," "ere evening to be trampled like the grass," in the rush of Napoleon's great battles. These men came from the plough, from the workshop, from the school, the best there were—those from 18 to 35 years of age at first but afterwards the older and the younger. "A boy will stop a bullet as well as a man," this maxim in accredited to Napoleon. "The more vigorous and well born a young man is," says Novicow, "the more normally constituted, the greater his chance to be slain by musket or magazine, the rifle cannon and other similar engines of civilization." Among these destroyed by Napoleon were "the elite of Europe." "Napoleon," said Otto Soeck, "in a series of years seized all the young of high stature and left them scattered over many battle fields, so that the French people, who followed them are mostly men of smaller stature. More than once in France since Napoleon's time has the military limit been lowered."—President David Starr Jordan in "Popular Science Monthly."

HOSPITAL MEETING.

The annual meeting of the Finance Committee of the Alice Memorial and Nethersole Hospitals was held yesterday evening. Hon. Mr. A. W. Brewin, the Registrar-General, presided.

Dr. R. MacLean Gibson submitted the report, from which it appeared that the number of in-patients in the Alice Memorial and affiliated hospitals during the past year was 1,253; while 14,374 patients were treated in the out-patient department, involving 28,605 visits.

The report was adopted. Mr. F. M. Crawford, Hon. Treasurer, submitted the financial statement, which showed an adverse balance of \$3,738.

This was also adopted. Hon. Dr. Ho Kai proposed the election to the Committee of Messrs. Chun Kai Ming and Tsui Po Min.

Mr. S. W. Tso seconded, and the motion was agreed to unanimously.

Votes of thanks were passed to Mr. Crawford for his services as treasurer, and to Mr. David Wood, who audited the accounts.

On the motion of Hon. Dr. Ho Kai, the Hon. Mr. A. W. Brewin was re-elected chairman for the ensuing year.

The Chairman afterwards addressed the meeting, urging the claims of the hospitals upon public sympathy and support and asking for increased subscriptions, especially from the Chinese. He further suggested that some scheme should be formulated to induce the Chinese to take more interest in the hospitals by giving them increased power of control in the daily workings of these institutions, so long as such scheme met with the approval of the London Missionary Society.

This was all the business.

SATURDAY'S SPORT.

FOOTBALL.

R.G.A. V. K.O.Y.L.I.

A very fast game was played between the R.G.A. and the K.O.Y.L.I. teams on the Hongkong Football Club ground to-day.

In the first portion of the first half play was very even, but found the R.G.A. attacking. After several strong efforts had been made Watt succeeded in netting the ball for the Artillery. The K.O.Y.L.I. then became more persistent and at length equalised, the second goal scored being shortly after followed by a third to the credit of the same side.

At half time the score stood:
K.O.Y.L.I. 2 goals
R.G.A. 1

BILLIARDS.

SOLDIERS' CLUB TOURNAMENT.

The first two matches between the K.O.Y.L.I. Sergeants and the Army Ordinance Corps, in connection with the above tournament, took place last night at the Soldiers' Club.

The opening game was between Sergeant Roper of the K.O.Y.L.I. and Staff Sergeant Kirby, A.O.C. This game was a close one, and resulted in a win for the latter by 28 points. The next game was between Sergeant Lamper, and Cp. Lyddon, which also resulted in a win for the A.O.C. Score, 250-183.

The next two games will be played on Monday night.

The Chinese Amateur Dramatic Club performed their latest success to a crowded "house" at the Ching Hing Theatre last night, the proceeds to be devoted to charity. The performance was very well received and will be repeated to-night.

A CHINESE EDITOR.

IN TROUBLE IN FRISCO.

The trouble between the Ng Yung benevolent association and Chung Sai Yat Po, the Chinese daily newspaper, which has been keeping Frisco Chinatown in a state of unrest, for some time past, has taken a serious turn. Kwong On Tai, the editor, visited Chief of Police Seymour, exhibited a threatening letter that he had received from his enemies, and earnestly pleaded for police protection. Fearing an outburst of hostilities, Chief Seymour instructed Captain of Police O'Day to detail men on special duty to protect the property of the company at 805 Sacramento street and the lives of the men employed at the plant.

In the communication received by Kwong he was given until the other afternoon to accede to demands made upon him concerning the editorial policy of his paper, and although he made the statement that he intended to maintain his independence despite the threats, no violent action was taken by those who had intimated that he would come to grief.

It is expected of Kwong that he agree to publish a series of 10 articles written by the Ng Yung society explaining their stand in the controversy, that he ceased publication for 90 days thereafter and that he discharged two of his most trusted employees.

The trouble seems to have grown out of an article published in Chung Sai Yat Po on a Saturday, in which the Ng family was harshly criticised. Accusations were charged them with unclean modes of living were made, and the article resulted in the assemblage of the Ng Yung society in its headquarters at 41 Waverly place, where an indignation meeting was held. The members of the Ng family expressed their feeling too noisily and the meeting was raided by the police.

Kwong told Chief Seymour that religious difficulties brought about the strained relations.

SHOCK TO HIS PRIDE.

Wong Sing Yum, a Frisco merchant, has begun an action in the United States circuit court for \$101,500 damages against Immigration Inspectors Joseph Strand and John Robinson for mental anguish, humiliation of soul, auto expenses and attorney's fees incurred during six hours' imprisonment on January 15.

The arrest was a case of mistaken identity. He was taken for a member of the smuggling ring. Being unable to recover from Uncle Sam himself, Wong attacks the private fortunes of the officials who caused his detention.

He itemises his damages—as follows:—\$100,000 for the shock to his pride; \$1,000 counsel fees to his attorney, Carroll Cook, who also prepared the present suit; \$250 for auto and messenger hire, and \$250 as loss for neglect of business during arrest.

The Senate of the College of Medicine of Hongkong meets on Monday.

On Monday there will be a lecture at the Y.M.C.A. Mr. Funatsu will return to Hongkong, and there will be a concert at the Seamen's Institute.

We would remind our readers, especially our Chinese readers, that on Monday, at Government House, at 3 p.m., Lady Lugard will explain the objects of the Children's Ministering League.

The Chinese temple, Man Mu, was crowded to-day, when the God of Philosophy was honoured. The grounds of the temple were beautifully decorated and several orchestras discoursed music during the day.

FREIGHT MARKET.

Messrs. Lamke and Rogge report:—Since issue of our last report on the 18th of February the feature of our market has been the sudden strong demand for prompt tonnage from Bangkok to this, leading to the fixtures of several "outsiders" at fairly good rates, and further boats could have been placed if it had not been for the scarcity of tonnage in suitable position. In several other directions there is also a better demand lately and in view of the re-opening of the port of Nowohwang about the 20th instant and the expected Yangtze business, the freight market closes with an upward tendency. It is said that the "liners" up North are jointly increasing their rates on freight and in case business does not suffer severely from the effects of the plague the regular liners should be well provided for in their own sphere. Altogether the outlook may be described as encouraging.

Saigon to Hongkong:—After rising to 15 cents, the rate relaxed again under the influence of a weak local rice market. The market has however become considerably firmer during the last few days, fixtures were done at 16 cents and closing quotation is 16 cents, with inquiries unresponded to.

Saigon to Philippines:—Except the S.S. "Fiume" settled in the Philippines, nothing has been done locally during the interval in this direction. Saigon millers being now busily engaged in fulfilling their forward contracts with Japan, do not care to look at fresh business, unless at enhanced prices, in consequence of which the Philippines had to import rice from Rangoon.

Saigon to Singapore:—Inquiries have reached here, but business in that direction had no longer any attraction for owners at the rates offered, as more profitable business could be found elsewhere.

Saigon/Java:—Nothing doing. Bangkok:—Regular liners in suitable position not being sufficient for the unexpected demand and "outsiders" demanding at least a rate sufficient to cover working expenses, rates have advanced and stand to-day at \$0 1.2 23 1.2 cents, "liners terms" or 29-22 cents net for "outside" tonnage, the latter allowing downward cargo for charterers benefit. Java to Hongkong:—No chance for "outsiders." Local refineries are supplying their own tonnage for their requirements.

Coolie Trade:—S.S. "Shantung" has been chartered for a voyage from Swatow to Saigon, and S.S. "Germania" 2.1 months for Amoy-Singapore trade for coolies and general cargo, terms are kept private.

Quang Chow Wan to Hongkong and Macao:—Another charter has been drawn at 10-11 cents per picul.

Coal freights:—Very little chartering has been done locally. It is reported that the M.B.K. have settled 32,000 tons by the O.S.K. at Yen 1.40 per ton. Fixtures effected as follows:—Mojito-Hongkong \$1.60. Wakamatzu-Canton \$2.40. Haiphong-Swato \$2. Hongay-Shanghai \$1.80 and Pulo Laut-Hongkong \$2.20 \$2.25 per ton.

Time-charters:—The Norw. s.s. "Childer" "Drufar" "Heldie" and "Halvard"—on the regular run to Bangkok—have been chartered for twelve months by the Chino-Siamese S.N. Co. at slightly enhanced rates, s.s. "Heimdal" 3 months for Bangkok-Java trade, at \$5000, per month, same rate as last, s.s. "Profi" "Pronto" 12 months at Straits \$3800, trading south, and s.s. "Isin Shun" for cattle trade between Annam and the Philippines, 12 months on private terms.

Sale:—Germ. s.s. "Holstein," 1,103 tons net reg. has been sold to Japan, private terms.

To-day's
Advertisements

TO LET.

No. 2, SEYMOUR TERRACE
from 1st May. Electric Light.

Apply to—
D. HASKELL.
Hongkong, 4th Mar., 1911. [989]

FOR SHANGHAI, KOBE AND
MOJI.

THE Steamship.

"ARRATOON APCAR."

Captain G. F. Hudson, will be despatched for the above ports on WEDNESDAY, the 8th inst., at 8 p.m.

The Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor.

RETURN TOURS TO JAPAN
(occupying 20 days).

Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip \$120.

For Freight or Passage, apply to
DAVID SASSOON & CO. LD.
Agents.
Hongkong, 4th Mar., 1911. [984]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE
AND MOJI.

THE Steamship.

"GREGORY APCAR."

having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

DAVID SASSOON & CO. LD.
Agents.
Hongkong, 4th Mar., 1911. [988]

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the rates of Subscription to the Hongkong Telegraph (daily and weekly issues) will be as follows:—

DAILY—\$36 per annum.
WEEKLY—\$18 per annum.

The rates per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter. Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)
There will be no rebate to Miscellaneous subscribers as heretofore.

By Order,
THE MANAGER,
"Hongkong Telegraph."
Hongkong, 22nd December, 1908. [67]

DELICIAS DE MANILA.

OUR OWN SPECIAL BRAND.

Made from the First Pick of the Finest Manila Leaf Tobacco.

PERFECTOS
REINA VICTORIAS
LONDRES
CHEROOTS

ALL OLARO.

We have also large stocks of

JUPITER (Gold tip) Egyptian Cigarettes at 50 cents per tin of 50

SPECIAL (Cork tip) " " " 60 " " "

H. PRICE & CO., LTD.,

12, Queen's Road Central, Hongkong,

and

63, Haiphong Road, Kowloon.

Hongkong, 28th February, 1911.

Intimations

TRY OUR
CORNED PORK

and

CORNED BEEF.

Pickled by our European
Butcher on the premises.

The Dairy Farm Co.,
Limited.

POPULAR

"ASAHI" BEER.



PRICES:

4 Doz. Quarts \$12.50 per case
8 Doz. Pints \$12.50 " "
Hongkong, 16th December, 1910. [1]

JUST UNPACKED

A New Consignment of
ARTIFICIAL WREATHS
in

PATENT DOME CASES.
Simple, Strong, and Effective.
ALL SIZES—MODERATE PRICES.

C. E. Warren & Co.
30 & 32, Des Vaux Road,
Central.
Hongkong, 4th Mar., 1911. [874]

STEAM LAUNDRY CO.

YAUMATI.

Established 1899.

THE only successful Steam Laundry in the Far East. The only Laundry in the Colony under European Supervision.

Filtered Water. Regular Delivery. Linens and underwear washed by skilled Japanese.

Monthly rates quoted. Dry cleaning a speciality. Depot No. 4, Beaconsfield Arcade. Tel. K32.

R. WOOD,
Manager.

Hongkong, 1st Mar., 1911. [981]

A LING & CO.

FURNITURE AND PHOTO
SUPPLIES.

DEVELOPING, PRINTING
& ENLARGING.

19, Queen's Road.

Hongkong, 6th Feb., 1911. [888]

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of
12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG
TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.
(Subject to alteration.)

Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From St. John
"EMPRESS OF JAPAN" Saturday, Mar. 11th.	"EMPRESS OF IRELAND" Friday, April 7th.
"EMPRESS OF CHINA" Saturday, April 8th.	"EMPRESS OF IRELAND" Friday, May 5th.
"MONTEAGLE" Tuesday, April 18th.	
"EMPRESS OF INDIA" Saturday, April 29th.	"ALLAN LINE" Friday, May 26th.
"EMPRESS OF JAPAN" Saturday, May 20th.	"EMPRESS OF BRITAIN" Friday, June 16th.
"EMPRESS OF CHINA" Saturday, June 10th.	"ALLAN LINE" Friday, July 7th.

Empress Steamers will depart from Hongkong at 7 a.m.

"Monteagle" 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) £71.10.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Navy, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars of application from Agents.

Through Passengers are allowed stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (formed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port £43.

Via New York £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. CRADDOCK, General Traffic Agent,

Corner Pender Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM
NAVIGATION CO., LD.

(Projected Sailings from Hongkong—Subject to Alteration.)

For Steamship On

SINGAPORE, PENANG, KUMSANG, Monday, 6th Mar., 3 p.m.

AND CALCUTTA, LOONGSANG, Saturday, 11th Mar., 2 p.m.

MANILA, TUNGSHING, Sunday, 12th Mar., daylight.

SHANGHAI, Kobe and Moji, FOKSANG, Monday, 20th Mar., Noon.

RETURN TOURS TO JAPAN, (Occupying 21 days).

The steamers "Kumsang," "Namsang" and "Foksang," leave about

every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to

Hongkong.

These vessels have all modern improvements and are fitted throughout with

Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and

are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo,

Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE MATHEWSON & CO., LD.

Telephone No. 215. General Managers.

Hongkong, 4th March, 1911. [8]

THE
BANK LINE, LTD.

PROPOSED SAILINGS FROM HONGKONG FOR
VANCOUVER AND SEATTLE via SHANG-
HAI and JAPANESE PORTS.

Steamer	Tons	Captain	On or about
"LUCERIE"	6,500	J. Mathie	9th March
"HALLAMSHIRE"	5,000	G. Elliot	6th April

(Chartered)

To be followed by other steamers of the Company at regular intervals.

The Steamers of the Bank Line, Ltd., carry cargo on through Bills of

Lading to all Overland Common Points in the United States of America and

Canada, and also for the chief ports in Mexico, and Central and South America.

Will call at Amoy and Keelung if sufficient inducement offers.

The Steamers of the Line are of the most modern type, have excellent

accommodation for steerage passengers and a limited accommodation for Cabin

passengers; they are fitted throughout with Electric Light, the "Lucerie" and

"Ororio" also having Wireless Telegraphy. Special Arrangements have been

made for Express Parcels to American and Canadian Ports.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED,

KING'S BUILDING, Praya Central.

Telephone No. 780.

Hongkong, 16th February, 1911. [805]

AUSTRALIAN COAL.

STOCKS OF THE FINEST

STEAM COAL. GAS COAL. HOUSE COAL.

From the Westwallond and Abardale Mines (New South Wales).

Always on hand.

For prices, delivered or ex-works, apply to

ANDREW WEIR & CO.,

(The Bank Line Agency),

King's Building, (Fourth floor).

[79]

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION

DESTINATIONS.	STEAMERS.	SAILING DATES, 1911
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	IYO MARU, Capt. R. Takeda, Tons 7,000 HIRANO MARU, Capt. H. Fraser, Tons 9,000 TANGO MARU, Capt. A. Christensen, T. 8,000	WEDNESDAY, 15th Mar., at Daylight. WEDNESDAY, 29th Mar., at Daylight. WEDNESDAY, 12th April, at Daylight.

VICTORIA, B.C. & SEATTLE	KAMAKURA MARU, Capt. J. Nagao, Tons 7,000	SATURDAY, 25th Mar., from KOBE
--------------------------	---	--------------------------------

VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI & YOKOHAMA	INABA MARU, Capt. K. Kawara, Tons 7,000 YAMBA MARU, Capt. K. Sato, Tons 7,000	TUESDAY, 28th Mar., at Noon. TUESDAY, 28th April, at Noon.
---	--	---

SYDNEY & MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU, Capt. T. Sekine, Tons 6,000 NIKKO MARU, Capt. M. Yagi, Tons 6,000	FRIDAY, 17th Mar., at Noon. FRIDAY, 14th April, at Noon.
---	---	---

Kobe and YOKOHAMA	KAMO MARU, Capt. F. L. Sommer, Tons 9,000	THURSDAY, 16th Mar., at 11 a.m.
-------------------	---	---------------------------------

SHANGHAI, MOJI & KOBE	CEYLON MARU, Capt. Fred. Pyne, Tons 6,000	TUESDAY, 7th March.
-----------------------	---	---------------------

DOMBAY via SINGAPORE and COLOMBO	TOSA MARU, Capt. H. Nomura, Tons 7,000	TUESDAY, 7th March.
----------------------------------	--	---------------------

NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU, Capt. M. Yagi, Tons 6,000	WEDNESDAY, 15th Mar., at 1 p.m.
-----------------------------	---------------------------------------	---------------------------------

§ Fitted with new system of wireless telegraphy. † Cargo only.
* Carries deck passengers. ‡ Omitting Penang.

PASSENGER SEASON 1911

SAILINGS AND PASSAGE RATES FROM HONGKONG.

To Marseilles and London via Suez Canal.

Steamers Tons Leave Hongkong

Iyo Maru ... 7,000 15th March

Hirano ... 9,000 29th "

Tango ... 8,000 12th April

Kamo ... 9,000 26th "

Aki ... 7,000 10th May

Mishima ... 9,000 24th "

To London, per New Steamer

1st class Single ... £560

Return ... 825

2nd class Single ... 360

Return ... 540

Old Str. 1st class Single ... 560

Return ... 750

2nd class Single ... 340

Return ... 495

To Victoria, B.C. and Seattle, Wash. U.S.A.

Steamers Tons Leave Hongkong

Inaba ... 7,000 28th March

Tamba ... 7,000 25th April

Awa ... 7,000 23rd May

To Pacific Coast Common Points

1st class Single ... £30

2nd ... £21

To London via New York

1st class Single ... £60

via St. Lawrence

1st class Single ... £60

With option of rail between calling ports in Japan.

Connecting with the Great Northern and Northern Pacific Rail-

ways and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd

class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yoko-

hama 6 days.

For further information as to freight, Passage Sailing, &c., apply to

T. KUSUMOTO,

Manager. [00]

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamers To Sail

SHANGHAI ... "CHENAN" ... 4th Mar., M'night.

SINGAPORE & JAVA ... "SHANTUNG" ... 7th " Noon.

MANILA, ILOILO & CEBU ... "KAIFONG" ... 7th " 4 p.m.

NINGPO & SHANGHAI ... "HANYANG" ... 7th " 4 p.m.

TIENTSIN ... "HUICHOW" ... 8th " 4 p.m.

HAIPHONG ... "SINGAN" ... 8th " Noon.

SHANGHAI ... "LINAN" ... 9th " 3 p.m.

MANILA, ILOILO & CEBU ... "TAMING" ... 14th " 4 p.m.

Reduced Saloon Fares, single and return, to Manila and

Australasian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric

Light throughout and Electric Fans in Staterooms. A Duty qualified Doctor

in carried. REDUCED FARES. Cargo booked through for all Australian,

New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN

STEAMERS have superior accommodation with Electric Light throughout and

Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenan,

Linan, Chinghua)—with excellent passenger accommodation. Electric Light

throughout and Electric Fans in the Staterooms and Dining Saloon, leave

Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on

through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the

Sunday morning sailings. A Company's launch leaves Murray Pier at 4

o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience

of transhipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 15. Hongkong, 3rd March, 1911. [9]

Shipping—Steamers

HONGKONG—
PHILIPPINES.PHILIPPINES
STEAMSHIP CO.

Steamship	Tons	Captain	For	Sailing Date
RUBI	4000	S. Crosby	MANILA, CEBU & ILOILO	FRIDAY, 10th Mar., 4 p.m.
ZAFIRO	4000	H. Mainland	MANILA, CEBU & ILOILO	MONDAY, 20th Mar., 4 p.m.

For Freight or Passage apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 1st March, 1911. [11]

TOYO KISEN
KAISHAIMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINE.

SAN FRANCISCO LINE

CONNECTING with the Western Pacific Railway at San Francisco to all
points in the United States and Canada and with Trans-Atlantic Lines
for Europe.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

Steamer Tons Captain Date of Sailing.

Nippon Maru ... 11,000 H. S. Smith ... Friday, March 17, 1 p.m.

Chiyo Maru ... 21,000 W. W. Grace ... Friday, April 14, 1 p.m.

America Maru ... 11,000 A. G. Stevens ... Friday, May 5, 1 p.m.

Tenyo Maru ... 21,000 E. Bent ... Friday, May 12, 1 p.m.

† Triple Screws, turbine engines. * Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph

and Post Offices.

The Twin Screw Steamer "NIPPON MARU" will be despatched for

SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE,

YOKOHAMA, HOKKAICHI and HONOLULU, on FRIDAY, the 17th

March, at 1 p.m.

SOUTH AMERICAN LINE.

(In connection with NATIONAL RAILWAY of Mexico at MANZANILLO).

Only Regular Direct Service to Mexican, Peruvian and Chilean Ports

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

Steamer Tons Captain Date of Sailing.

Buyo Maru ... 10,500 K. Hashimoto ... Wednesday, April 19, 1 p.m.

Hongkong Maru ... 11,000 H. Hinokuma ... Saturday, June 17, 1 p.m.

Kiyo Maru ... 17,200 H. Nishi ... Two-day, Aug. 15, 1 p.m.

The Steamer "BUYO MARU" will be despatched for MOJI, KOBE,

YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ,

CALLAO, IQUIQUE, VALPARAISO and CORONEL on WEDNES-

DAY, 19th April, at 1 p.m.

FARES FROM HONGKONG, to SAN FRANCISCO ... £ 45-0-0, Single

" NEW YORK ... " £ 60-0-0, "

" LONDON ... " £ 71-10-0, "

" ... " £ 120-0-0, Return 6 Months

" ... " £ 125-0-0, "

" SALINA CRUZ or MANZANILLO Yen. 120.00, Single

" VALPARAISO Yen. 570.00, "

SPECIAL RATES (First Class Only) are granted to the undermentioned

and their families when travelling at their own expense:—

TO EUROPEAN POINTS:—Officials of any European Naval, Military,

Diplomatic, Consular or Civil Services located in Asia, European Officials in the

Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES POINTS:—Commissioned

Officers of the United States Army, Navy, and U.S.A., Consular Officials

stationed at Ports of Call.

TO ALL POINTS:—Missionaries and their families.

(These concessions apply to San Francisco Line Only).

These magnificent steamers are most up-to-date and luxurious in every way.

Excellent cuisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine

Engines and Triple Screws. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American

Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, Local Manager.

868] KING'S BUILDING (Opposite Blake Pier).

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking cargo on Through Bills of Lading to Rangoon, Madras, and Mauritius.)

THE Steamship

"GREGORY

OUR
CONTEMPORARIES.WHAT THEY THINK.
RECIPROCITY AND
ARBITRATION.

China Mail.

If the "New York Tribune" can be taken as an unquestioned authority, and we think it may be in this instance, we can quite understand the consternation into which President Taft was thrown by the recent speech of Congressman Champ Clark on the reciprocity treaty between Canada and the United States. Mr. Clark, it will be remembered, said he welcomed the Agreement as he considered it to be one of the "strongest factors in the unity of the continent. The day was coming when the American flag would fly over the whole of North America. Great Britain one day would gladly hand over Canada to the United States." Now, although we learn from subsequent Washington telegrams that the House of Representatives treated the speech as a joke and punctuated its delivery with peals of laughter, President Taft was undoubtedly right when he said that he considered its delivery to be a mistake.

Daily Press.

POLICING OF HONGKONG.

The frequency of armed robberies, snatching from the person, and other forms of theft has been the subject of much discussion in the Colony of late, and the remarks of the Attorney-General and the Chief Justice at the recent Assizes, as well as the questions submitted by the Hon. Mr. E. Osborne in the Legislative Council, have had the effect of focusing public attention upon a condition of affairs which cannot be viewed by any section of the community with indifference. In a previous reference to this manifestation of crime we suggested that it might usefully form the subject of an inquiry instituted by Government, and further consideration leads to the conclusion that an investigation of a comprehensive nature is urgently needed. Whenever any virulent outbreak of crime takes place it is usual to hear complaints about the inadequacy of the police force, but, without being influenced by recent happenings, it seems to us that on the face of it the policing of Hongkong is decidedly unsatisfactory.

South China Morning Post.

FUTURE OF CHINA.

The situation is a delicate one indeed. A false step, and China may be plunged into war with one, or other, or all of her neighbors; an indication of weakness, and serious trouble may have to be faced with the new and patriotic element which is one of the fruits of the Russo-Japan conflict. Meanwhile, the vitals of the nation are sapped by plague and famine no less than by the intrigues, intrigues and petty jealousies of different schools of office holders. Not in recent history has Peking been confronted with such a complex problem. Alone and friendless, she must work out her own salvation and what the outcome will ultimately be only the future can tell.

CHINESE AVIATOR
IN SUCCESSFUL FLIGHT.

Elmhurst, U.S., January 18.—Wheeling his machine out of its canvas hangar, erected on a level field near the bay at the end of Jones avenue, Pung Joe Grey, a Chinese aviator and inventor, started the seventy-five-horse-power engine in his latest aeroplane, jumped into the seat, and after running along the ground for 100 feet rose gracefully in the air to a height of forty feet early this morning.

At this elevation the Chinese aviator circled the big field, nearly a mile in circumference, and then struck off toward the bay, swinging back in a long curve and landing with a slight jar four minutes later about a hundred feet or so from the starting point. It was Grey's first really successful flight and he was heartily cheered by his fellow workers and mechanics, all Chinese.

Intimations

The
Fascination of the East

It is brought home to you in the perfection to which Egyptian Cigarettes have been brought by Messrs. MASPERO FRERES in their two brands known as

Bouton Rouge
and **Felucca**
Egyptian Cigarettes

The cars with which they are made, and a slight change in the quality of the leaf in the factory's product, makes these brands a revelation to the cigarette connoisseur.

A Luxury to the Man of Taste.

Sole Agents:

British-American Tobacco Co. Ltd.,
Hong Kong.

FO SING

JEWELLER & SILVERSMITH
No. 1, POTTINGER STREET.

CANTONESE SILVER WORK
of every description done here.
Moderate Prices.

Xmas and New Year Presenting
great variety and at special rates suitable to all tastes and purses.
Hongkong, 2nd Nov., 1910. [85]

'PHONE
482.

HONGKONG
MOTOR
GARAGE.

Try Our

40 H.P. CLEMENT CAR
6 SEATS
\$9 An hour

24 H.P. RAMBLER CAR
4 SEATS
\$7 An hour

12 H.P. REO CAR
3 SEATS
\$5 An hour

We Repair

CYCLES,

TYPEWRITERS,

MOTORS,

AT

REASONABLE PRICES.

DRAGON CYCLE

DEFOT

63, Des Voeux Road Central. [40]

LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND

NERVE FOOD

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.

VETARZO BLOOD

MEDICINE

Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of poverty, impurity, or other imperfection of the blood from whatever cause arising. No sooner is it introduced into the system than it permeates and penetrates to the minutest capillary, overcoming and expelling disease, whereas in a whole system form set with rheumatism, all blotches, pimples, acnes, eczema, scrofulous and glandular swellings, discolorations, roughness and ungainly patches, &c. Its effects are almost magical in the treatment of gout, rheumatism, sciatica, lumbago, pains and swellings of the joints, discharges, blood poison, eczema, leprosy, psoriasis, bad legs, bad heads, skin diseases, skin eruptions, skin sores, or any other skin ailment. It improves the general health, and quickly removes long-standing indigestion, flatulency, and heartburn, stimulating, spasmodic cough, too often the precursor of consumption. Dose: Price 2s. 6d.

Send stamped addressed envelope for free booklet, or P.O. 979 for trial bottle of either remedy, to THE VETARZO REMEDIES CO., 100, QUEEN'S ROAD, HONGKONG. Unreliable vendors may try to sell you something else for extra profit—do not accept it, but insist on having VETARZO. The genuine has the words "VETARZO REMEDIES" on Government Stamp.

VETARZO REMEDIES ARE SOLD BY BOOTS & CHEMISTS.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.
司公隆廣李
CABINET-MAKERS AND ART
DECORATORS.

from Shanghai, has re-opened the
FURNITURE STORE
at
No. 53, Des Voeux Road Central.
The only Shop in Hongkong with
this name.

WHERE HIGH-CLASS
FURNITURE of every description can be made to order in any design required.

Have been patronised by the
Hongkong Club, Hongkong Hotel,
Telegraph Co., Messrs. A. S. Watson & Co., Pines and other leading
Establishments in the Colony, to whom
reference can be made as to the
Superior Workmanship and Materials
of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd.
write as follows:—

"We have pleasure in stating that
Mr. LI KWONG LOONG
furnished the Annex to our
Dispensary and gave us every
satisfaction."

(Sd.) A. S. WATSON & Co.
13th May, 1891.

ORDERS punctually attended to
and CHARGES most moderate.
AN INSPECTION INVITED.
Hongkong, 8th August, 1908.

PEAK TRAMWAYS CO.,
LIMITED.

TIME TABLE.
WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 min.
10.00 a.m. to 11.00 a.m. " 15 min.
11.30 a.m. to 12.45 p.m. " 15 min.
12.45 p.m. to 1.15 p.m. " 10 min.
1.15 p.m. to 1.45 p.m. " 15 min.
1.45 p.m. to 2.15 p.m. " 10 min.
2.15 p.m. to 3.00 p.m. " 15 min.
3.30 p.m. to 5.00 p.m. " 15 min.
5.00 p.m. to 8.00 p.m. " 10 min.

NIGHT CARS on Week Days.
8.45 p.m. and 9 p.m. 9.45 to 11.15 p.m.
every half hour.

SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 min.
9.00 a.m. to 9.30 a.m. " 30 min.
9.30 a.m. to 10.30 a.m. " 15 min.
10.30 a.m. to 11.00 a.m. " 10 min.
11.45 a.m. to 12.00 noon " 15 min.
12.00 noon to 1.00 p.m. " 10 min.
1.00 p.m. to 5.00 p.m. " 15 min.
5.00 p.m. to 6.00 p.m. " 10 min.
6.00 p.m. to 7.00 p.m. " 15 min.
7.00 p.m. to 8.00 p.m. " 10 min.

Extra cars at 3.15 p.m., 11.30 p.m.
and 11.45 p.m.

SPECIAL CARS by Arrangement
at the Company's Office,
Alexandra Buildings, Des Voeux Road
Central.

JOHN D. HUMPHREYS & SON,
General Managers,
Hongkong, 1st April, 1909.

Entertainment

THE
BIJOU SCENIC THEATRE.
FLOWER STREET.

EVERY EVENING at 7 P.M. and 9.15 P.M.

THE
LATEST
PICTURESCINEMATOGRAPH
D'ELITETHE
BEST
ARTISTESMATINEES: EVERY SATURDAY AND SUNDAY,
at 4 p.m.

Cents 50, 30 and 20.

Children Half-price to all Paris.

Lessee and Manager, R. H. STEPHENSON.

Hongkong, 8th February, 1911.

[797]

Intimations.

CAKES
WEISMANN'S
BREAD.

TSANG KWONG COMPANY,

ELECTRICAL AND
GAS CONTRACTORS,

230, Des Voeux Road Central,

Telephone No. 699.

STOCKS OF

ELECTRICAL RADIATORS.
ELECTRICAL IRON
ELECTRICAL WATER HEATERS.
ELECTRICAL KETTLES.
ELECTRICAL FITTINGS AND
ACCESSORIES.
BEST METALLIC FILAMENT and
CARBON FILAMENT LAMPS
for all Voltage and Candle-power.

WIRES & CABLES.
TELEPHONES
BELLS & INDICATORS.
"SILICIA" ACCUMULATORS.
DRY CELLS AND LECLANCHE
CELLS.

Gas Radiators.
Gas Fittings.
Gas Incandescent Mantles.

PETROLEUM INCANDESCENT MANTLES.
PETROLEUM INCANDESCENT BURNERS and
LAMPS of all descriptions.

Lighting plants driven by Steam, Gas
and Oil Engine to order.

Hongkong, 2nd January 1911.

[78]

OUR NAME

at the bottom of this advertisement

GUARANTEES

Superior workmanship, careful and intelligent examination

and

prompt attention to all orders.

N. LAZARUS, OPHTHALMIC OPTICIAN,

Corner D'Almeida Street and Queen's Road

[929]

Dentistry

Dr. A. B. CHAU.

DENTAL SURGEON,
33, QUEEN'S ROAD CENTRAL,
1st Floor, Rooms 2 and 3.

From the University
of Pennsylvania, U.S.A.

Telephone 126.

Hongkong, 27th January, 1910. [3]

TSIN TING.

LATEST METHODS
OF DENTISTRY.

STUDIO at No. 14, D'ALMEIDA
STREET

REASONABLE FEES.

Consultation Free.
Hongkong, 19th June, 1910. [1]

Entertainments

"THE EMPIRE"
CINEMATOGRAPH THEATRE,
Des Voeux Road Central
(Opposite to Central Market).

GRAND SUCCESS

The Eminent Artistes
Mr. & Mrs. DONNELLY,
BABY TOMMY DONNELLY

(5 years),
and
LITTLE KITTY DONNELLY

(7 years).
Special Songs, Dances and
Sketches.

MAGNIFICENT FILMS.

Matinees:
SATURDAY and SUNDAY.
Hongkong, 1st Mar., 1911. [862]

VICTORIA SKATING
RINK.

(close to Empire Cinematograph)
DES VOEUX ROAD CENTRAL.

5 SESSIONS DAILY.
POPULAR PRICES.
Hongkong, 1st Mar., 1911. [890]

For Sale.

FOR SALE.
VEGETABLE and
FLOWER SEEDS
GARDEN FERTILISERS

Books on Gardening, &c.
Used Postage Stamps
in Single Sets, Packets and Bags,
All Philatelic Goods.
VIEW POSTCARDS.

Manila Cigars & Cigarettes.
&c., &c., &c.
Inspection invited.

GRACA & CO.
53, Hongkong Hotel Building.

Consignees

NIPPON YUSEN KAISHA.
NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO
AND STRAITS.

THE Company's Steamship
"TANGO MARU,"
having arrived from the above ports,
Consignees of Cargo are hereby informed
that their Goods are being landed
and placed at their risk in the Hong-
kong and Kowloon Wharf and Godown
Company's Godowns at Kowloon,
where each consignment will be sorted
out mark by mark and delivery can be
obtained as soon as the Goods are
landed.

Optional goods will be carried on
unless instructions are given to the
contrary before Noon, TO-DAY.
Goods not cleared by the 7th
March, will be subject to rent.
No Fire Insurance has been effected.
Damaged packages must be left in the
Godowns for examination by the Con-
signees and the Co.'s representatives
at an appointed hour. All claims must
be presented within ten days of the
steamer's arrival here, after which date
they cannot be recognised. No claims
will be admitted after the goods have
left the Godowns.

NIPPON YUSEN KAISHA.
Hongkong, 1st Mar., 1911. [5]

THE BANK LINE, LIMITED.
NOTICE TO CONSIGNEES.

THE Steamship
"AYMERIC"
has arrived in the Harbour and is now
delivering cargo from

PORTLAND (O.), TACOMA,
SEATTLE, VANCOUVER,
YOKOHAMA and NAGASAKI.

Consignees of cargo by this steamer
are requested to lodge their Bills of
Lading for countersignature by under-
signed and to take immediate delivery
of their cargo from alongside.

Cargo impeding the Steamer's dis-
charge will be landed and stored at
Consignees' risk and expense.
No Fire Insurance has been or will
be effected.

THE BANK LINE, LTD.,
King's Building,
Hongkong, 27th Feb., 1911. [905]

Consignees.

AMERICAN ASIATIC S.S. CO.
NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship
"ALBENGA,"

Captain C. Lorenzen, having arrived
from the above Ports Consignees of
Cargo are hereby informed that their
goods are being landed at their risk into
the Godowns of the Hongkong and
Kowloon Wharf and Godown Company,
Limited, Kowloon, and stored at Con-
signees' risk and expense.

All broken, chafed, and damaged
goods are to be left in the godowns,
where they will be examined on Monday,
6th inst., at 10.30 a.m.

All claims must be presented within
fifteen days of the steamer's arrival here,
after which date they cannot be recog-
nized.

No claims will be admitted after the
Goods have left the Godowns and all
Goods remaining undelivered after the
6th inst. will be subject to rent.

No Fire Insurance has been effected.
Bills of Lading will be countersigned
by

SHEWAN TOMES & CO.
General Agents.
Hongkong, 27th Feb., 1911. [926]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"MARMORA,"
FROM BOMBAY, COLOMBO,
AND STRAITS.

Consignees of Cargo by the above-
named vessel are hereby informed that
their goods are being landed and placed
at their risk in the Hongkong and
Kowloon Wharf and Godown Com-
pany's Godowns at Kowloon, where
each Consignment will be sorted out
Mark by Mark and delivery can be
obtained as the Goods are landed.

This vessel brings on Cargo:
From London, &c., ex s.s.
"Moldavia."

From Persian Gulf, ex s.s. B. I.
S. N. and B. & P. Co.'s
Steamers.

Optional Goods will be landed here
unless instructions are given to the
contrary within 6 hours.

Goods not cleared by the 7th inst.,
at 4 p.m., will be subject to rent.

No Fire Insurance will be effected
by me in any case whatever.

Damaged packages must be left in
the Godowns for examination by the
Consignees and the Company's sur-
veyors, Messrs. Goddard and Douglas,
at 10 a.m. on Mondays and Thurs-
days. All claims must be presented
within ten days of the steamer's arrival
here, after which date they cannot be
recognised. No claims will be admitted
after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 1st Mar., 1911. [4]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"PALAWAN,"
FROM ANTWERP, LONDON,
MALTA, PORT SAID, SUEZ,
AND STRAITS.

Consignees of Cargo by the above-
named vessel are hereby informed that
their Goods are being landed and
placed at their risk in the Hongkong
and Kowloon Wharf and Godown Co.'s
Godowns at Kowloon, where each Con-
signment will be sorted out Mark by
Mark and delivery can be obtained as
the Goods are landed.

Optional Goods will be landed here
unless instructions are given to the
contrary within 6 hours.

Goods not cleared by the 4th Mar. b.,
at 4 p.m., will be subject to rent.

No Fire Insurance will be effected
by me in any case whatever.

Damaged packages must be left in
the Godowns for examination by the
Consignees and the Company's sur-
veyors, Messrs. Goddard and Douglas,
at 9 a.m. on Mondays and Thursdays.
All Claims must be presented within
ten days of the steamer's arrival here,
after which date they cannot be re-
cognised. No Claims will be admitted
after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 27th Feb., 1911. [4]

MAN CHEONG,
10, WELLINGTON STREET CENTRAL,
HONGKONG.

SWATOW DRAWING
WORK.

GENTLEMEN and LADIES'
PA., CBS & OUIFITEBS.

EMBROIDERY, PONGEE SILK,
GLASS CLOTH, CANTON
SILK and LACES, &c., &c.,
Hongkong, 28th January, 1911. [894]

